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Central Waterfront Cultural Resources Survey Summary Report and Draft Context Statement

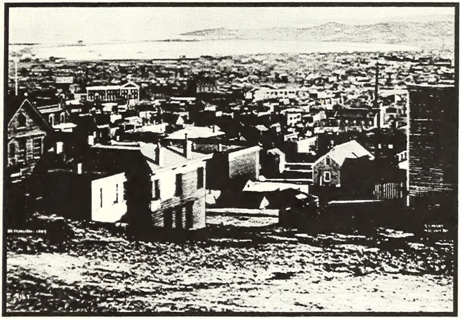

Figure 1: View from Jones and California Streets, looking toward Mission Bay, c. 1867.

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October 2000 – October 2001

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San Francisco Planning Department

Acknowledging the contributions of:
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San Francisco Architectural Heritage
Dogpatch Neighborhood Association
Page and Turnbull, Architects

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Project Description

Introduction

In October 2000, the California Office of Historic Preservation selected the City and County of San Francisco, through the San Francisco Planning Department (Department), as recipient of a 2000-2001 Certified Local Government Grant in the amount of $15,000. The matching grant was used to fund historic resource survey efforts in the Central Waterfront area of San Francisco.

Between September 2000 and June 2001, the Department worked with several community partners to survey cultural resources located in the Central Waterfront. Community partners included the Survey Advisory Committee, San Francisco Architectural Heritage (Heritage), Christopher VerPlanck of Page and Turnbull, Architects and the Dogpatch Neighborhood Association (DNA). A list of the Survey Advisory Committee is given below:

Catherine Bauman	Planning Department, Citywide Planning Division
Charles Chase	San Francisco Architectural Heritage
Rick Cooper	Planning Department, Environmental Planning Division
Elizabeth Gordon	Planning Department, Neighborhood Planning Division
Neil Hart	Planning Department, Neighborhood Planning Division
Tim Kelley	San Francisco Landmarks Preservation Advisory Board
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Mark Ryser	San Francisco Beautiful
Jan Wooley	California Office of Historic Preservation
Christopher VerPlanck	Page and Turnbull, Architects

With assistance from survey advisors, the Department surveyed the predominantly industrial and commercial areas of the Central Waterfront. Christopher VerPlanck, with assistance from Heritage and the DNA, surveyed the Central Waterfront's extant residential neighborhood, Dogpatch. Both efforts have jointly produced the Central Waterfront Cultural Resources Survey and Draft Context Statement. Survey boundaries are provided in Appendix C.

Purpose

The Department initiated the Central Waterfront Cultural Resources Survey for a number of reasons. First, the Department sought to begin implementation of its Citywide Cultural Resources Survey Program commencing with the Central Waterfront Survey project. Second, a concentration of new development in the Central Waterfront area may impact existing cultural resources. Third, as a graduate student and subsequently an employee of Heritage, survey advisor Christopher VerPlanck had prepared historic resource survey forms and written a draft context statement of the Dogpatch neighborhood. Finally, the Department believes the survey findings can support the on-going creation of a specific plan for the Central Waterfront as a component of the City's Better Neighborhoods 2002 project. During the course of the survey, the Planning Department found a new partner

in the Dogpatch Neighborhood Association. This group funded the later stages of Mr. VerPlanck's survey work.

The goals of the Central Waterfront Cultural Resources Survey are the same as those of the Citywide Cultural Resources Survey Program. They are:

- Assemble data pertinent to land use and preservation decisions. A resource's historic status, or lack thereof, can impact development proposals and review of building permit applications. Survey data also facilitates the Department's review of projects under Section 106 of the National Historic Preservation Act ant he California Environmental Quality Act.
- Increase property owner's potential for tax credits, grants and other preservation incentives by encouraging nomination of significant resources to local, state and national historic registers.
- Facilitate protection of significant resources using the provisions of Article 10 of the Planning Code.

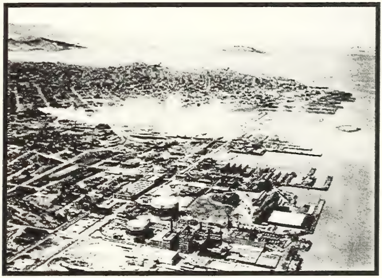

Figure 2: Central Waterfront survey area pictured between 1929 and 1934. Planning Department photograph.

Survey Boundaries

The boundaries of the Central Waterfront survey area are 16th Street to the north, Interstate 280 to the west, Islais Creek to the south and San Francisco Bay to the east. The survey area consists of approximately 500 acres, is one and one-third miles long (north-south) and about two-thirds of a mile wide (east-west). It is largely located in the Potrero Hill neighborhood and encompasses just a few blocks of the Bayview and Hunters Point neighborhoods at its southern end. The boundaries run along the city's eastern waterfront, midway between the head of Market Street and Hunters Point.

The topography is flat and low, averaging between 10 feet to 20 feet above sea level. Industrial uses monopolize the length of the waterfront and begin to mix with retail,

commercial and office spaces further inland along 3rd Street. A modest residential neighborhood, commonly referred to as Dogpatch, is tucked behind the 3rd Street corridor and is otherwise bordered by industrial buildings. The overall boundaries of the Central Waterfront survey area along with the boundaries of the Dogpatch neighborhood are shown on the attached map (Appendix C).

Survey Products

The products of the survey are as follows: 1) A draft context statement and DPR 523 (A and B) State survey forms for the survey area outside of the Dogpatch neighborhood; and 2) Mr. VerPlanck's more specific context statement with his DPR 523 (A and B) forms for the Dogpatch Historic Resource Survey.

Schedule

Between July and September 2001, the Survey Advisory Committee, property owners, the Landmarks Preservation Advisory Board, the Planning Commission and the California Office of Historic Preservation reviewed the survey products for accuracy, consistency and completeness. The Landmarks Preservation Advisory Board will, in the course of their review, issue a recommendation to the Planning Commission regarding adoption of the survey. This recommendation will then be reviewed and acted upon by the Planning Commission. Once the survey is adopted and considered finalized, the Department will send the survey to the California Office of Historic Preservation for inclusion in the State Inventory of Historic Resources.

Methodology

Field Methodology

Planning Department staff (Staff), with assistance from the Survey Advisory Committee conducted an intensive survey of the predominantly industrial and commercial areas of the Central Waterfront. Staff and advisors first toured the survey area on October 8, 2000. Over the next few months, Staff recorded notes and took photographs of buildings, structures and landscape features. Staff utilized historic and current Sanborn Maps, aerial photographs and building permit records to further research the survey area. Subsequently, Staff completed individual State of California Department of Parks and Recreation forms (DPR 523 A) and (DPR 523 B) forms for each property, excluding the Dogpatch area. Mr. VerPlanck's description of field methodology for the Dogpatch survey is included in his report, Appendix F of this document.

Research Methodology

Staff conducted primary research at the Planning and Building Departments. Water service records were checked with the Water Department. Research was also conducted at the San Francisco Main Library's History Room. The Potrero Hill Archives Project also provided research assistance. Internet searches of library holdings were also conducted. San Francisco City Directories dating from 1907 through the 1960s were also used. Mr. VerPlanck's description of research methodology for the Dogpatch survey is included in his report, Appendix F of this document.

Evaluation Criteria

The Department conducted the survey according to the California Office of Historic Preservation's *Instructions for Recording Historic Resources* and the National Register of Historic Places criteria. The State recommends the recordation of buildings 45 years or older. The National Register for Historic Places (National Register) criteria were used to evaluate the historical significance of buildings, structures, objects, districts and sites. The following information provides the National Register criteria and is quoted from National Register Bulletin No. 24, *Guidelines for Local Surveys.*

"The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- that are associated with events that have made a significant contribution to the broad patterns of history; or
- that are associated with the lives of persons significant in our past; or
- that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- that have yielded or may likely yield information important in prehistory or history."

Historical Overview and Context

Introduction

The Department has written a draft context statement for the Central Waterfront survey area that is provided below. Christopher VerPlanck has written a very detailed history of the Dogpatch neighborhood (originally known as Dutchman's Flat). Excerpts from his document are incorporated below and can also be found in Appendix F of this document.

Note: Existing buildings found at the Pier 70-area are denoted with parenthesis. The building number refers to a map of Pier 70 provided in Appendix C.

VerPlanck's report goes well beyond a simple architectural history of Dogpatch. As he describes the development of this residential neighborhood, he identifies the industries that employed its residents and the commercial operations and institutions that served them.

Central Waterfront -- Early Years

The recorded history of the Central Waterfront/Potrero Hill area begins with the establishment of Mission San Francisco de Asis (Mission Dolores) by Junipero Serra in 1776. Once grazing land for the Mission's cattle herds, Potrero Hill was originally known as Potrero Nuevo, or "new pasture." With its natural boundaries, including San Francisco

Bay to the east and Islais Creek to the south, the grazing land needed little fencing.[1] Following the secularization of the missions in 1833, Potrero Hill became part of a vast rancho, known as Rancho Potrero de San Francisco, which was granted by the Mexican government to the sons of Francisco de Haro, the first alcalde of San Francisco.

In the years following the American conquest of California in 1846, the settlement of Yerba Buena (renamed San Francisco in 1847) was largely confined to a several-block area surrounding the original Spanish/Mexican settlement at Portsmouth Square.[2] Settlement of Potrero Hill was generally limited by a wide expanse of shallow tidal flats known as Mission Bay, located north of the Central Waterfront survey area. Historically known as Potrero Hill and Potrero Point, the Central Waterfront originally extended beyond Potrero Hill to the San Francisco Bay. Potrero Point was bordered by Mission Bay to the north and Islais Creek Basin to the south.

Only five years after California's admission to the Union in 1850, Potrero Point's destiny as the most important zone of heavy industry on the West Coast had already been established. Due to its relatively remote location, combined with its deep-water anchorage, Potrero Point was identified as the ideal location for black powder manufacturing operations.[3] A city ordinance also forbade dangerous industries from being located anywhere near settled areas.[4]

Pioneer Industries

In the years following the California Gold Rush, local sources of gunpowder manufacturing were increasingly necessary due to the need for immense amounts of black powder, which was used for hard rock mining in the Sierras and later for street grading in San Francisco.[5] In 1854, the E.I. du Pont de Nemours Company, one of the largest manufacturers of black powder in the United States, constructed the first powder magazine on the West Coast near what is now the corner of Maryland and Humboldt Streets, on the south shore of Potrero Point. Gunpowder manufacturers remained at Potrero Point for about 25 years until the expanding city limits of San Francisco and encroaching residential districts compelled relocation to a more hospitable location.[6]

San Francisco Cordage Manufactory

Before the completion of Long Bridge in 1867, maritime-related industries in search of large tracts of vacant land and direct access to deep-water anchorage began moving to Potrero Point. The earliest of these industries was the San Francisco Cordage Manufactory; a pioneer rope-making factory established by brothers Alfred and Hiram Tubbs in 1857. Included in the project was a 1500-foot ropewalk that extended into the Bay and probably served a secondary purpose as a loading wharf.[7] Later renamed Tubbs Cordage Company, it became one of the largest employers in the area from the 1870s until the arrival of Union Iron Works in 1883.[8]

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[1] "Genesis of Our Hill," *Potrero View,* (September 1976), p. 1.

[2] Christopher VerPlanck, *Dogpatch Historic District Context Statement,* (San Francisco: 2001).

[3] Coast Survey Map of 1857.

[4] Ibid.

[5] Ibid., pp. 294-5.

[6] Christopher VerPlanck, *Dogpatch Historic District Context Statement,* (San Francisco: 2001).

[7] The rope walk, built to suit the terrain and not the City grid, was built parallel to the shoulder of Potrero Hill that has since been leveled. The few remaining lot lines on this angle are the ghost of the Point.

Pacific Rolling Mills

In July 1868, Pacific Rolling Mills began producing rolled steel, the first time the product had been produced on the West Coast.[9] From 1868 onward, Pacific Rolling Mills turned out approximately 30,000 tons of iron and 10,000 tons of steel annually. The company also manufactured rails, locomotive parts, marine and engine forgings, bolts, nuts, railroad spikes, track nails, washers and coil chains.[10]

Early Shipyards

Following the establishment of Tubbs Cordage Company, the industrialization of Potrero Point began in earnest as boat and ship builders in search of large parcels of land with deep-water access made the move from the older and more congested South of Market district to Potrero Point. In 1862, John North, San Francisco's most prominent shipbuilder led the way by relocating his shipyard from Steamboat Point, 1.5 miles to the north (present-day Pac Bell Park), to a large site near the foot of Sierra Street (now 22nd Street) on Potrero Point. Other shipbuilders such as Henry Owens, William E. Collyer and Patrick Tiernan followed North to Potrero Point.[11] The early shipyards illustrated the potential of the district as a major shipbuilding center; a realization not lost on the owners of Union Iron Works and other major San Francisco manufacturers.

The shipyards and other industries provided jobs for nearby residents of the Irish Hill and Dogpatch neighborhoods, both settled sometime after 1870. Single and multi-family houses, boarding houses and hotels were built, which were followed by saloons, restaurants and groceries. The rise of industry and residential development were concurrent up to the first decade of the 20th century.[12]

Towards the turn of the century, smaller enterprises at Potrero Point included commercial fish processing, ship supply warehouses, the Potrero Compressed Yeast and Vinegar Works and N. Ohlandt & Co. Bone Black and Fertilizer Works. A small settlement of Chinese, likely fisherman, were located on the shore of the Bay[13].

San Francisco Gas & Electric

The City Gas Company Works, a forerunner to Pacific Gas & Electric, also relocated to Potrero Point. Construction began in 1870 on "four blocks of land fronting the bay and lying between Humboldt and Sierra (22nd) Streets." In 1873, the City Gas Company merged with the Metropolitan Gas Company and the San Francisco Gas Company to form the San Francisco Gas Light Company.[14] In 1899, the company expanded its physical presence in Potrero Point by constructing a large powerhouse, machine shop,

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[8] Christopher VerPlanck, *Dogpatch Historic District Context Statement*, (San Francisco: 2001).

[9] J.S. Hittell, *Commerce and Industry of the Pacific Coast*, (San Francisco: A.L. Bancroft, 1882), p. 682.

[10] William Issel and Robert W. Cherny, *San Francisco: 1865-1932*, (Berkeley: UC Press, 1986), p. 30.

[11] Roger and Nancy Olmsted, *San Francisco Bayside Historical Cultural Resource Study*, (San Francisco: 1982), p. 191.

[12] It is a common misconception that the residential uses of part of the survey area were eclipsed by industry for the production of ships for World War I. Sanborn Map information indicates a strong decline as of 1915.

[13] The ten buildings of this settlement were located in Block 4229 of what is now Minnesota Street between 23rd and 24th Streets. Given the limited change in grade, archeological deposits may exist.

[14] Charles M. Coleman, *P. G. & E. of California: the Centennial Story of Pacific Gas and Electric Company 1852-1952*, (New York: McGraw-Hill, 1952), p. 29.

meter house and purifying house on Humboldt Street (extant).[15] During much of the early 20th century, San Francisco Gas & Electric Company employed anywhere between five percent to ten percent of Dogpatch residents.[16]

California/Western Sugar Refinery

In 1881, prominent San Francisco industrialist Claus Spreckels purchased a five-block site on the south shore of Potrero Point from gunpowder manufacturers and commenced construction of the California Sugar Refinery. The massive brick buildings that comprised the plant included a "melt/filter house," a "wash house" and a "char house." All were designed by a New York architect named Hepworth in 1881. The California Sugar Refinery was purchased by the American Sugar Refining Company in 1891 and renamed the Western Sugar Refinery by its new owners. The refinery remained one of the top five employers in the Central Waterfront until the early 1950s, employing 1,000 men and between 10 percent and 15 percent of local residents.[17]

In 1949, California & Hawaiian Sugar Refining Corporation bought the refinery and after coming to the conclusion that the plant was too antiquated to be profitably modernized, demolished the buildings and sold the machinery for scrap in 1951.[18] The last remaining buildings from the Western Sugar Refinery plant stand at the foot of 23rd Street and date from a later expansion to the site. *Note: Extant P.G. & E. and Western Sugary Refinery resources should be examined as contributors to a potential Pier 70 historic district or as resources within a potential stand-alone historic district.*

American Barrel Company

Another early industry at Potrero Point was the American Barrel Company. First established in 1884 on Louisiana Street, between Humboldt and Nevada Streets, the company was one of the earliest barrel manufacturers in San Francisco.[19] In 1900, the factory was relocated to Sierra (22nd) and Illinois Streets, where it remained in operation until 1956. The site is now a P.G. & E. parking lot.

American Can Company

By 1910 there were few large industrial parcels remaining in Dogpatch or elsewhere in Potrero Point. Early in 1915, the American Can Company, the largest manufacturer of tin cans in the United States, purchased a large two-square block tract of land bounded by Kentucky Street (now 3rd Street) on the west, 20th Street on the north, Illinois Street on the east and 22nd Street on the south for $172,000.[20] The last major industry to construct a large-scale industrial plant in the largely built-out Potrero Point industrial zone, the factory was started in June 1916 and expanded in size through the early 1950s. In the 1930s, the company employed 1,200 workers, becoming one of the largest employers in the Central Waterfront. Following World War II, the company became the single-largest employer of Dogpatch residents.

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[15] Sanborn Fire Insurance Company map, (1899).

[16] Twelfth, Thirteenth and Fourteenth US Census, (1900, 1910 and 1920).

[17] Ibid.

[18] Dan Gutleben, Western Sugar Refinery records, Special Collections, Bancroft Library, Berkeley.

[19] Franklin Coyne, *Development of the Cooperage Industry in the United States, 1620-1940,* (Chicago: Lumber Buyers Publishing Company, 1940), pp. 69-70.

[20] "S.F. Tract Bought for Can Plant," *San Francisco Examiner*, (January 22, 1915), p. 7.

1906 Earthquake and Fire

The Central Waterfront area suffered little damage from the 1906 Earthquake and Fire. Residents of the adjacent South of Market neighborhood were not as lucky as most of their homes and businesses were destroyed. Following the catastrophe, many of the homeless found shelter in temporary refugee camps constructed on empty lots within the Central Waterfront.

A City refugee camp was established on a large vacant parcel in Dogpatch belonging to the Santa Fe Land Improvement Company, which was bounded by 18th Street to the north, Kentucky Street (3rd Street) to the east, Kentucky Place to the south and Indiana Street to the west. By the Autumn of 1906, the Army tents were replaced with temporary but more substantial two-and-three-room wood prefabricated cabins. These structures were euphemistically called "cottages" by the government but quickly earned the name of "earthquake shack."

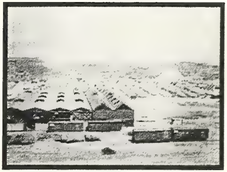

Figure 3: Potrero Point Refugee Camp, 1906.

After 1906, the South of Market district was rebuilt almost entirely as an industrial neighborhood and the residential population declined significantly, from 62,000 to 24,000. Working-class immigrant families who had dominated the district before 1906 were largely squeezed out. As a result, many South of Market refugees decided to remain in the Potrero environs, either taking up residence in the older industrial neighborhoods of Dogpatch or Irish Hill or moving their earthquake shacks to the underdeveloped expanses of Potrero Hill.[21]

Central Waterfront's Iron Industry

The iron works business grew into one of Central Waterfront's largest industries between the 1880s and the early 20th century. These mills provided iron for the railroads, I-beams for bridges, and iron rails for streetcars and San Francisco's cable cars.

Union Iron Works

In 1883, Union Iron Works opened its factory adjacent to Pacific Rolling Mills (Buildings 113 and 114). Though originally known for machinery production, Union Iron Works was also active in shipbuilding.[22] In 1902, United States Shipbuilding Company acquired Union Iron Works, as well as seven other major shipyards in the nation.[23] After the company went into receivership in 1905, Charles Schwab personally bid $1,000,000 for Union Iron Works on behalf of Bethlehem Steel. Schwab appointed Joseph J. Tynan as the new superintendent of Union Iron Works and renamed it the San Francisco Yard.[24]

In 1911, Bethlehem Steel purchased the neighboring Risdon Iron & Locomotive Shipbuilding Works (formerly Pacific Rolling Mills) and added the company to the San

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[21] Interview with Edward Cicerone, conducted by Cheryl and Clark Taylor, (May 1964).

[22] Union Irons Works built several of the battleships of the "Great White Fleet" and was therefore significantly associated with the Spanish American War and the building of an American overseas empire.

[23] "Receiver for Union Works," *San Francisco Chronicle*, (August 18, 1903), p. 16.

[24] "Iron Works Preparing for Increased Business," *San Francisco Call*, (October 24, 1905).

Francisco Yard. The following year, the San Francisco firm of Weeks & Day was hired by Tynan to design a new powerhouse (Building 102) for the shipyard on a site on 20th Street. Charles Schwab, who had been appointed director-general of the Emergency Fleet Corporation by President Wilson, steered several major Navy contracts to the San Francisco Yard in the years leading up the First World War.[25]

In 1916, the shipyard was expanded with a $100,000 reinforced-concrete foundry building (Buildings 116 and 117). This project necessitated the demolition of Irish Hill and indirectly led to the growth of Dogpatch as displaced Irish Hill residents moved to Dogpatch.[26] The next year, a new administration building (Building 101) was constructed on the northeast corner of Illinois and 20th Streets.

In 1918, one year after the United States entered the First World War, the San Francisco Yard constructed 18 submarines, 10 of which were for Britain, and 66 destroyers. On July 4, 1918, eight destroyers were launched in one day to join the U.S. Navy. By 1918, the San Francisco Yard employed 10,000 workers and with the total sum of laborers employed at all of Bethlehem Steel's yards in the entire Bay area at 25,000, the San Francisco Yard was the single largest ship producing complex in the world.[27]

With peace in 1918 came a collapse in shipbuilding at Bethlehem Steel's San Francisco Yard, which lapsed into semi-dormancy. Nevertheless, business revived in the mid-1920s and by 1938 the shipyard had constructed 142 vessels, including submarines, oil tankers, freighters and ferries, as well as passenger and freight ships. With the revival of interest in the Merchant Marine, the plant was modernized in 1938. During the interwar period there was also some limited warship construction, including two destroyers: the *McCall* and the *Maury*.[28] In 1938, the shipyard was renamed the Potrero Yard.

At the outbreak of World War II in 1941, the shipyard began operating at full capacity, employing 18,500 workers in round-the-clock shifts. During the Second World War, Bethlehem Steel again expanded the Potrero Yard facilities in order to facilitate the construction of 52 warships, troop transports and other war-related vessels constructed during the next four years. The Potrero Yard was also responsible for 2,500 repaired or converted vessels, ranging from tugs to battleships.[29] Some of the ships overhauled included the *SS Nieu Amsterdam,* the Navy troop transport *Monticello* (formerly the captured Italian luxury liner *Conte di Savoia*), the 25,000-ton aircraft carrier *Essex* as well as several battleships damaged at Pearl Harbor, including the *USS California, USS Maryland, USS Mississippi, USS Nevada* and the *USS Pennsylvania.*

The Union Iron Works plant at Bethlehem Steel represents San Francisco's original maritime-oriented industrial base. Most of these buildings exemplify 19th century design concern for quality architecture, even in an industrial complex. The history of the Union Iron Works as a supplier of equipment to mining ventures and railroad construction in the 19th century, through construction and maintenance of naval and merchant vessels, reflects the major economic patterns that shaped the development of San Francisco and American expansion into the Pacific.

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[25] Victor S. Clark, *History of Manufactures in the United States, 1893-1928,* (New York: 1949), p. 141.
[26] "Iron Works is to Build an Addition," *San Francisco Examiner* (January 16, 1916), p. 1.
[27] "Maritime News," *San Francisco Chronicle*, (June 3, 1918).
[28] Bethlehem Steel Company, *A Century of Progress*, (San Francisco: Bethlehem Steel Company, Shipbuilding Division, 1949), p. 17.
[29] Ibid., p. 24.

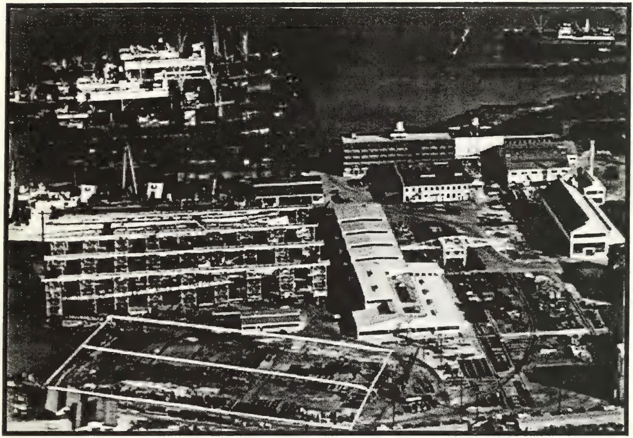

Figure 4: Bethlehem Steel Company's Union Iron Works yard at 20th and Illinois Streets, January 1941.

Central Waterfront's Small Oil Companies

Within the survey boundaries, the intersection of 3rd and 18th Streets represents a cluster of small oil companies built circa 1930. While relatively small in scale, the resources retain contextual significance to the development of smaller-type businesses created to support the larger industry of the Central Waterfront area. Examples of this resource type can be found at 550 18th Street and 2075 3rd Street.

Central Waterfront's Small Industrial Buildings

Along 3rd Street is a cluster of small, Art Deco-styled industrial buildings built circa 1938-1946. In the late 1930s, 3rd Street was widened by as much as twenty feet, necessitating either new construction or façade improvements to existing buildings. While relatively small in scale, the resources retain contextual significance to the development of smaller-type businesses created to support the larger industry of the Central Waterfront area. Examples of this resource type can be found at 2130 3rd Street and 2360-2364 3rd Street.

Central Waterfront's Residential Enclaves

The development of Central Waterfront's residential enclaves, Irish Hill and Dogpatch, began in earnest after the completion of Long Bridge in 1867.

Irish Hill

Irish Hill was the first residential district at Potrero Point. Flattened in 1917, Irish Hill was a large knoll located in an area bounded by Illinois Street to the west, Pacific Rolling Mills/Union Iron Works to the north, San Francisco Bay to the east and San Francisco Gas & Electric Company to the south. It was the first residential enclave to develop at Potrero Point, predating Dogpatch by a few years.

Irish Hill, which began developing around 1870, consisted of two separate areas: a district of approximately 60 cottages huddled on the crest of an outcropping south of Union Iron Works and a compact district of approximately 40 lodging houses surrounding the intersection of Illinois and 20th Streets. According to the 1880 U.S. Census schedules, almost exclusively unskilled and semi-skilled Irish male laborers who worked at Pacific Rolling Mills or Union Iron Works inhabited Irish Hill.[30] There was also a prevalence of residential hotels and saloons in Irish Hill.

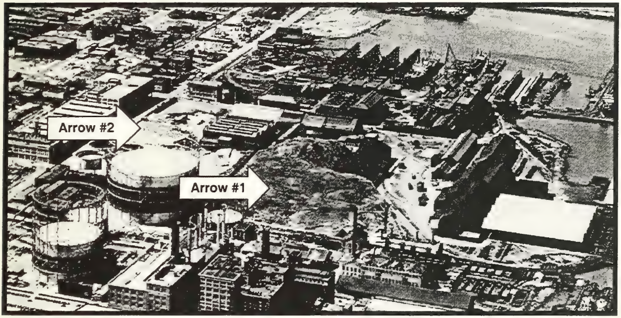

Figure 6: Irish Hill c. 1929-1934. Planning Department Photo. Note the large section of Irish Hill identified by Arrow #1, which was cleared for commercial development by 1941. Arrow #2 identifies what remains of Irish Hill today.

Dogpatch

Dogpatch developed essentially as an isolated "company town" that grew up around the fringes of the heavy industries of Potrero Point. Dogpatch and Irish Hill retained very separate identities during the 1880s and 1890s. Most of the first residents of what is now Dogpatch were American-born skilled craftsmen in the boatyards or as foremen at San Francisco Cordage or Pacific Rolling Mills.[31]

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[30] Tenth Census, 1880.

[31] Robert O'Brien, "Riptides," *Scrapbook, Oral History of San Francisco,* Bancroft Library, p. 14.

Several of the oldest surviving dwellings in Dogpatch, such as 718 22nd Street or 707 18th Street reflect the early history of the neighborhood. Frederick S. Castner, a gardener and carpenter, constructed the Italianate-style dwelling at 707 18th Street in 1876 and the dwelling at 718 22nd Street (formerly Sierra Street) was constructed in 1872 by William J. Thompson, an American-born boat builder employed by Locke & Montague, one of the oldest boat yards in Potrero Point.[32] The oldest surviving residential structure outside of Dogpatch but in the Central Waterfront survey area (circa 1875) is located at 2636-2638 3rd Street (originally 1564 Kentucky).

Central Waterfront and War Production

First World War

The outbreak of the First World War in Europe and the resulting expansion of Bethlehem Steel's San Francisco Yard were major factors behind the growth and development of the Central Waterfront between 1910 and 1920. Early in the war, the San Francisco Yard constructed several submarines for the Royal British Navy, which were shipped through Canada to the Atlantic. By 1918, the San Francisco Yard had become the largest shipbuilder in the United States. During the war, the shipyard launched hundreds of freighters and destroyers and employed as many as 10,000 men.[33]

Following World War I, production for many of the Central Waterfront's largest employers slowed and was almost at a standstill during the Great Depression. Additionally, the automobile allowed residents of Central Waterfront's neighborhoods to physically separate themselves from their current residential/industrial neighborhoods for more suburban housing. As a result, in the 1920s and 30s, more homes were demolished as large parcels were redeveloped for machine shops and warehouses.

Second World War

During World War II, Bethlehem Steel Corporation regained its pre-Depression momentum. Many new buildings were constructed at the San Francisco Yard (Pier 70) to accommodate the production of war vessels, which operated on a 24-hour production schedule. Following World War II, the demand for war ships all but vanished and the company's production decreased dramatically. The American Can Company, however, continued heavy operations even as activity at the adjacent steel company waned.

The military build-up of the late 1930s and subsequent American involvement in World War II in 1941 profoundly influenced the Central Waterfront area more than any other event, bringing in new residents and businesses to what had become a dilapidated area.

The influx of defense workers into the neighborhood and to the rest of the Bay area was the single largest population increase ever registered in the city. Workers were recruited from many different areas and populations, ranging from Dust Bowl refugees from Oklahoma and Texas to African-Americans from Louisiana, to Spanish-speaking

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[32] Christopher VerPlanck and San Francisco Architectural Heritage, "DPR 523B forms for 707 18th Street and 118 22nd Street," on file at San Francisco Architectural Heritage.

[33] "Maritime News," *San Francisco Chronicle*, (June 3, 1918).

immigrants from Mexico. Members of these ethnic groups and others doubled and tripled in the flats and workers' cottages of Dogpatch.[34]

Central Waterfront's Post-War Activity

Following World War II, the character of the Central Waterfront area changed once again as jobs dried up at the shipyard and as industries such as Western Sugar Refinery and Tubbs Cordage Company began closing shop and moving overseas. Between 1965 and 1980, jobs in the Central Waterfront area dropped from 16,304 to 11,004, with most of the loss occurring in manufacturing and ship repair.[35] By the late 1960s, the Dogpatch neighborhood gradually deteriorated to the point where the San Francisco Planning Department considered razing the area and rezoning the land for industrial uses.

Industrial development in the blocks immediately north of Islais Creek was generally delayed until after World War II when empty lots were used for temporary military housing. The housing was demolished after the war and the area was developed as an industrial park with single story concrete buildings. Food and oil processing plants were developed south of Army Street (now Cesar Chavez Street).

The rise of the trucking industry lessened the Central Waterfront's dependence on rail during the 1940s and 50s. To accommodate an increase in vehicular traffic through the Central Waterfront area, 3rd Street was widened in 1938 and became a thoroughfare from downtown to the southeastern section of the city. In the mid-1960s, Interstate 280 was built over the existing Bayshore Cutoff.

A survey completed by the Potrero Central Waterfront Committee in 1999 reported the Central Waterfront area as maintaining a strong industrial and commercial base. The study showed the existence of the following businesses in the area: professional services, transportation, vehicle repair, food services, construction, manufacturing, textiles, design, multimedia, photography, wholesale sales, storage, retail, maritime, energy, waste management and biotechnology. Within the past two decades, the Dogpatch neighborhood has experienced a renaissance as homes and businesses have been restored. Today, Dogpatch is one of San Francisco's most vibrant neighborhoods.

Changes to the Landscape

Changes to the landscape played an important role in the physical development of the Central Waterfront survey area. The first major leveling of Potrero Point occurred in conjunction with the construction of the Union Iron Works in the 1880s. By the beginning of the 20th century, industry and railroad companies had excised most of Potrero Point -- commonly known as Irish Hill -- to create the industrial coastline seen today.

Shallow waters and salt marshes adjacent to Irish Hill were filled to create new lands contiguous to the leveled hillside. Of the total land in the Central Waterfront survey area, approximately one-third consists of solid, undercut ground with two-thirds representing

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[34] Christopher VerPlanck, *Dogpatch Historic District Context Statement*, (San Francisco: 2001).

[35] San Francisco Department of City Planning, "Central Waterfront, An Area Plan of the Master Plan of the City and County of San Francisco," (1990), p. II.8.5.

filled land. Further, improvements to infrastructure, such as the introduction of streets, street lighting, piers and bulkheads also shaped the landscape.

Filling Bays and Marshes

Filling of the marshes commenced in the 1850s and was undertaken by individual lot owners and as part of the construction of toll roads that bridged Mission Bay. Southern Pacific railroad acquired the bulk of the Mission Bay property in 1868 and 1869 from the State of California and private landowners. The railroad gradually filled Mission Bay during the late 19th and the early 20th centuries.

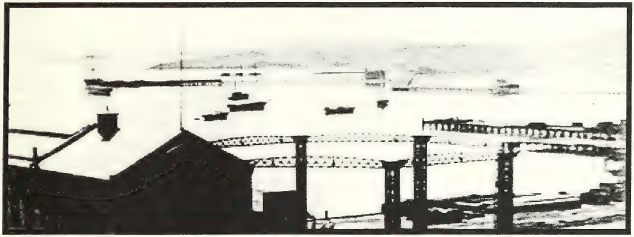

Figure 7: Mission Bay looking towards Potrero Point, no date.

The filling of Mission Bay was aided by the action of the Atchison, Topeka and Santa Fe railroad in the China Basin area. As part of a lease condition from the State of California in 1901 and 1902, the railroad reclaimed the tidelands and developed tracks and warehouse facilities. Only China Basin Channel was spared reclamation and remains today as a waterway.[36]

Later Central Waterfront Development

The section of the Central Waterfront from 25th Street south to Islais Creek Channel developed most recently. Islais Creek originally drained the area stretching from Twin Peaks and Glen Park to Alemany Gap before flowing into San Francisco Bay. While it continues to flow into the Bay, its course runs through a concrete aqueduct beneath Interstate 280.

Islais Creek

Islais Creek and surrounding marshes were viewed as a barrier to the southern development of San Francisco. Organized efforts for reclamation were unsuccessful until 1925, when the passage of State legislation enabled the creation of the Islais Creek Reclamation District. The district was victorious in filling the marshes and tidelands, dredging Islais Creek and including a turning basin at its western end to allow room for ship maneuvering. The newly formed Islais Creek bulkhead was used by industries that required direct access to the water such as copra and fish processing.

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[36] City and County of San Francisco, "General Plan: Central Waterfront," (2001).

The most recent filling of Islais Creek basin occurred during the construction of Pier 80, formerly the Army Street Ship Terminal. Financed by a bond issued approved by California voters in 1958, the terminal opened in 1967.

Remaining Landscape Features

Water-related landscape features include the abandoned remains of piers and Warm Water Cove; so named for the industrial run-off of the Potrero Station "A" power plant and the bulkheads that formed the shoreline, as well as Islais Creek Channel. Land-based features include remains of Irish Hill and the city's last open creek run/trench under Interstate 280; cut from Potrero Hill for the railroads.

Central Waterfront's Modes of Transportation

The first industries to locate at Potrero Point in the 1850s required travel by boat to other parts of the city. At the time, the only connection to the land was a trail that led from Potrero Point to Mission Dolores. Potrero Point first connected to downtown San Francisco via the Long Bridge in 1867. The following year, Kentucky Street (3rd Street), the first platted street in the area was scored from Long Bridge through Potrero Point to Islais Creek. Both Long Bridge and the bridge subsequently built over Islais Creek were constructed with tracks for horse-drawn trolleys that brought day-trippers from the city out to the countryside and to Bayview Race Track, south of the Central Waterfront area. A Market Street trolley line ran along 3rd Street, but catered instead to commuters. Between 1903 and 1907, pedestrian bridges were constructed to connect the Potrero Hill area with the factories and jobs below the hill at Potrero Point. These footbridges were later removed for the construction of Interstate 280.

3rd Street

In 1867, the first cut into Potrero Point resulted in the lowering of the grade and the creation of 3rd Street. Leaving the early costs of maintaining the road to its users, the length of 3rd Street was accepted by the Board of Supervisors as a municipally maintained road in 1893, having been paved in basalt blocks.[37] By 1928, most of the Central Waterfront area was still largely unpaved.

Street Plans

Following the platting of 3rd Street, the rest of the area was formally platted. Streets running north-south were named for states in the Union and east-west streets were named for California counties.[38] As the railroad companies' filled-in Mission Bay to the north, Long Bridge became 3rd Street and Potrero Point became less pronounced. West of 3rd Street, the northern and southern boundaries of the original Potrero Point were generally recognized as 18th and 22nd Streets. The decision by Western Pacific Rail Road to infill its property south of the Gas Works (Potrero Power Plant) finalized the elimination of Potrero Point as a peninsula. The Potrero Point shoreline was thus united with that of the Islais Creek Basin.

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[37] Tables showing changes in names of streets also open, closed and accepted streets and widths of streets of the City and County of San Francisco, Board of Supervisors City and County of San Francisco, The Hinton Printing Co., San Francisco, 1895.

[38] The east-west streets were renamed to numbered streets in the first years of the 20th century.

Railroad Companies, Roads and Tunnels

Railroad companies, the area's largest landowner in the late 19th and early 20th centuries, laid tracks throughout the Potrero area to connect with the city's existing rail service, which began in 1862. Between 1905 and 1907, railroad companies built tunnels under Iowa Street between 18th and 22nd Streets and between 23rd and 25th Streets, to create the Bayshore Cutoff, a rail system designed to provide greater rail accessibility both in and out of San Francisco. The railroad companies also constructed two extant bridges that connected Potrero Hill and the Central Waterfront area for vehicular and pedestrian traffic.

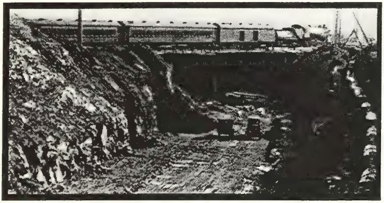

Figure 8: Construction of Bayshore Cutoff, no date.

Railroad companies that operated in the survey area included the national lines of Southern Pacific Rail Road, Western Pacific Rail Road and the Atchison, Topeka and Santa Fe Rail Road. The San Francisco & San Joaquin Rail Road was a regional railroad that ran through the Bayshore Cutoff. The Potrero Bayview Rail Road and the Market Street Railway were local lines.

Historical Significance

The Central Waterfront area, which includes the Dogpatch neighborhood, is historically significant as a mixed-use industrial and residential district; its period of significance spans from 1854 to 1948. While the area's period of significance represents close to 100 years of history, it is important to discuss these "layers of time" in summary form.

Phases of Development – Central Waterfront

Early Manufacturing, 1854-1867

Earliest manufacturing businesses, which included gunpowder and cordage production. In 1854, the E.I. du Pont de Nemours Company, one of the largest manufacturers of black gunpowder in the United States, constructed the first powder magazine on the south shore of Potrero Point. The earliest cordage industry was the San Francisco Cordage Manufactory; a pioneer rope-making factory established by brothers Alfred and Hiram Tubbs in 1857.

Central Waterfront's Iron Works Industry, 1867 – 1945

Pacific Rolling Mills/Risdon Iron Works/U.S. Steel; Atlas Iron/Thorneycroft Boilermakers; Union Iron Works; U.S. Shipbuilding; and Bethlehem Steel Corp. There are no known surviving buildings, structures or objects from the U.S. Shipbuilding or Atlas Iron/Thorneycroft years of operation, although there may be archeological remains. Buildings conformed to the block pattern and were not built in the path of unopened streets.

Union Iron Works Period, 1883 to 1902. From 1883 until the end of World War II, Union Iron Works remained the most important industry in the Central Waterfront area and the largest employer of local residents, employing anywhere between a quarter to half of local residents.[39]

First Bethlehem Steel Period, 1905-1940. The First Bethlehem Steel Period from 1905-1940 is a continuation of the Union Iron Works period. After 1915, Bethlehem Steel doubled in size with the acquisition of Pacific Rolling Mills, Risdon Iron and U.S. Steel.

Bethlehem Steel/World War II Period, 1940-1945. This period was one of cooperation between the federal government and Bethlehem Steel. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. In 1940, the City and County of San Francisco Board of Supervisors vacated streets within Block 4052 with Resolution #1376, there by allowing the construction of more buildings on vacant land for the increased production of military vessels during World War II. Of Pier 70's approximately 50 remaining historic resources, half date from the Bethlehem Steel/WWII period of significance, 1940-1945.

Post War Industry
Following World War II, the character of the Central Waterfront area changed once again as industries began closing-up shop or moving overseas. Between 1965 and 1980, jobs in the Central Waterfront area dropped from 16,304 to 11,004, with most of the loss occurring in manufacturing and ship repair.[40]

Historic Property Types

Property Types

The area outside of Dogpatch but within the overall Central Waterfront survey area includes 114 industrial and commercial buildings, 10 retail, mixed-use buildings seven residential buildings and eight structures and objects, which includes railroad tracks, railroad tunnels, and cranes. The surveyed buildings 45 years or older (and outside Dogpatch) were constructed between the mid-1870s and the mid-1950s. Most of the survey area's earliest surviving resources have been heavily altered over the years, perhaps to accommodate a change in use or because of modifications to the original structure. Examples of resources that retain a high degree of integrity are mostly found at Bethlehem Steel Corporation's San Francisco Yard/Pier 70.

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[39] Twelfth, Thirteenth and Fourteenth United States Census (1900, 1910 and 1920).

[40] San Francisco Department of City Planning, "Central Waterfront, An Area Plan of the Master Plan of the City and County of San Francisco," (1990), p. II.8.5.

Buildings outside of Dogpatch but within the overall Central Waterfront survey area that are 45 years or older range from one-to-four stories and are largely of concrete or steel construction. Relatively few are wood frame or brick buildings. Most remaining brick buildings are located in the Pier 70 area. Uses are predominantly industrial and include manufacturing and distribution warehouses and associated office space. Retail and commercial establishments within the survey boundaries are located primarily along 3rd Street. Few residential buildings that are 45 years or older exist outside of the Dogpatch neighborhood.

The industrial, retail, commercial, mixed-use and residential property types found within the Central Waterfront and in the Dogpatch neighborhood are discussed below. For more information on historic resources in Dogpatch, see (Appendix G).

Land Use

Much of the land in the survey area is zoned for heavy industrial use. The City of San Francisco owns the majority of land and property within the survey area. One City agency, the Port of San Francisco, manages much of the coastline and promotes maritime commerce and public access to the waterfront. Another local agency, the San Francisco Municipal Railway, also maintains a large yard within the Central Waterfront area.

Industrial Buildings, Structures and Related Landscape Features, 1854-1906

This period begins with the earliest years of industrial development and ends with the 1906 Earthquake and Fire. The earliest industrial buildings in the Central Waterfront area were constructed in the 1850s for powder magazines, rope manufacturing and the early iron industry. The buildings constructed for large industry, like the powder magazines, irons works, the power plant and the Western Sugar Refinery were constructed of brick. Wood-framed and wood-clad buildings were prevalent during this period, but over time have typically been refaced in corrugated steel siding or stucco.

Existing Buildings

Pier 70

Pier 70 was once the site of the Pacific Rolling Mills and Union Iron Works, now Bethlehem Steel. On the site are several late 19th and early 20th century masonry buildings constructed as early as 1883. Other extant structures, offices, warehouses, dry docks, platforms, shops and machinery also occupy the site.

There are six extant buildings and structures from the Union Iron Works period, circa 1883-1902. They are (Buildings 113, 114, and 104), Pier 68, Slip #4 and parts of the rail spur system. Additionally, existing later buildings incorporated parts of buildings from this period: (Buildings 118, 105 and possibly 109). Geographically, Union Iron Works covers Pier 68 and the northwest part of the greater Pier 70 area. One building remains from Pacific Rolling Mills occupation of Pier 70, (Building 21).

Western Sugary Refinery
Additionally, the last remaining buildings from the Western Sugar Refinery plant stand at the foot of 23rd Street. The plant was constructed in 1881 by Claus Spreckels as the California Sugar Refinery, but was renamed Western Sugar Refinery in 1891, later Sea Island Sugar. The remaining buildings date from a later expansion.

Industrial Buildings, Structures and Related Landscape Features, 1906-1948

Shipbuilding and canneries were the most prominent types of business during this time. The smaller industries included small-scale canneries, oil companies and food processing and distribution centers. Many of the buildings constructed during this time were of reinforced concrete or prefabricated steel. Brick buildings built in this era had steel reinforcements. Some of the largest industrial buildings in the Central Waterfront today date from this period of development.

Buildings

Pier 70
There are four buildings and structures at Pier 70 that were constructed between 1905 and 1915 for the U.S. Shipbuilding Company – (Buildings 38, 102, 108, and 109). Approximately twenty-five buildings at Pier 70 were constructed for the Bethlehem Steel Company between 1940 and 1945.

American Can Company
The American Can Company is an example of a large industrial building constructed between 1906 and 1948 in the Central Waterfront area -- separate from shipbuilding. The company's expansive building was constructed in 1916 and housed a tin manufacturing and fruit canning operation.

California Canneries Company
One small industry that survives today from this period of development is the former California Canneries Company, located at the corner of Minnesota and 18th Streets. The building, constructed circa 1929, first housed a canning company and later a bag manufacturer.

Structures

The railroad tunnels under Iowa Street and many of the railroad tracks seen today in the Central Waterfront area were constructed in the first decade of the 20th century. Between 1905 and 1907, the Southern Pacific Rail Road cut tunnels for trains under Iowa Street to create a southern route out of the city. The tracks laid through these tunnels continued south over a bridge at Islais Creek. Spurs to individual warehouses were also built to allow rail cars to deliver goods from ships to warehouses. Buildings were often constructed around the location of the rail and were set back 10-feet to accommodate the width of a rail car.

Landscape Feature

Irish Hill, historically a small residential enclave of eight blocks was located between Illinois, Maryland, 20th and Humboldt Streets. Over the past 100 years, the hill has been reduced in size to the extent that only a "T" shaped portion remains. The remaining

portion is located within three areas: the unopened Michigan Street, Assessor's block 4111 and block 4120. Irish Hill represents two major significant themes. First, it represents the extent to which industry has made the land in the survey area conform to its needs through a system of quarrying and filling-in of the San Francisco Bay – primarily in the Pier 70 area. Further, gravel and soil taken from Irish Hill over the years was also used as fill material for the reclamation of land from the Bay at Islais Creek Basin and Mission Bay. Second, Irish Hill represents the last testament of an entire residential neighborhood. Irish Hill was by all accounts a solid working-class district comprised mostly of single, Irish male immigrants.

Examples of Existing Buildings, Structures, and Landscape Features, 1948-1956

The period begins with the slow-down of production following World War II and the end of the Central Waterfront Period of Significance, but ends in approximately 1956; the construction date of the "youngest" property within the survey boundaries.

This period of development represents the transition from the Central Waterfront's dependency on water transport and railroads to its reliance on highways. The rise of the trucking industry is visible in distribution warehouses that have rails along one side and loading docks for trucks on the other. Growth of both the trucking industry and the use of standard containers for trucks led to the downfall of rail service.

As a result, trucking- oriented business began in the Central Waterfront area, as did truck and auto repair facilities. To accommodate the increase in vehicular traffic through the Central Waterfront area, 3rd Street was widened in 1938 and became a thoroughfare from downtown to the southeastern section of the city.

The development of southern portions of the survey area occurred largely after World War II. Food and oil processing plants were constructed south of Army Street (Cesar Chavez Street). In 1948, Cargill Inc., constructed a plant and refinery for coconut oil. In 1956, an administration building was added. The Granex Corp., a copra processing plant, erected the copra-loading crane in 1965. A report by the Copra Crane Labor Landmark Association states that the crane is significant as purportedly the last remaining piece of machinery on the port of San Francisco hand operated by longshoreman working bulk cargo. The crane also represents the ties of San Francisco's economy with those of the South Pacific Islands. [41] Serving as visual icons to the Pier 70 area, a number of other cranes used in the outfitting of naval and merchant vessels exist today.

After World War II, many buildings were demolished to make way for single story, concrete buildings and the overall development of the area as an industrial park. The buildings constructed for industrial and office uses during this time continued to be built of reinforced concrete or prefabricated steel. These buildings tended to be smaller and almost entirely devoid of ornamentation. Butler Buildings -- prefabricated steel buildings that could be ordered from catalogs -- were erected in great numbers in the area.

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[41] In the 1960s, copra imports to San Francisco were valued at about $18 million annually. Additional research may find the crane as the only remaining property representative of the copra processing industry in San Francisco.

Retail and Mixed-use Buildings

Restaurants, bars, groceries and other neighborhood services have operated within the Central Waterfront since its earliest days. Many of these building types were constructed as two-story buildings with commercial uses on the ground floor and residences above. The existing retail and mixed-use buildings are generally located along 3rd Street and within the Dogpatch neighborhood. They are characteristically small-scale buildings constructed of wood, brick or concrete and have been substantially altered over time.

Residential Buildings

There are seven residential buildings outside of the Dogpatch neighborhood and within the overall Central Waterfront survey area. These wood frame-constructed houses were largely constructed between the late 19th century and the early 20th century as housing for workers employed at nearby factories. The majority of housing that continues to exist outside Dogpatch is part of mixed-use structures (ground floor commercial with residential above) or are single and multi-family residential buildings that have been heavily altered.

The oldest residential building outside of Dogpatch (circa 1875), but within the survey boundaries is located at 2636-2638 3rd Street. A two-story frame house at 670-674 Tennessee Street was constructed circa 1884. It appears to have been heavily altered. Another two-story frame building at 2476-2478 3rd Street was constructed in 1900, but also appears to have been altered.

Integrity

One of the touchstones of determining the perceived value and importance of buildings, structures, sites and objects that result from a historic resource survey can be found in the concept of historic *integrity*. To be listed in the National Register of Historic Places, a historic resource or resources contained within a historic district must be significant under the Register's established criteria. But the resources must also possess historic *integrity*. According to the National Park Service, integrity is defined as "the ability of a property to convey its significance," and is grounded in an understanding of a property's physical features and how they relate to that significance.

To further clarify the concept of integrity, the National Register criterion recognizes seven aspects or qualities that, in various combinations, define integrity. Determining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant. The seven aspects of integrity are location, design, setting, materials, workmanship, feeling and association.

Ultimately, the question of integrity is answered by whether a historic resource retains the identity for which it is significant. To aid in that determination, Department staff has assigned National Register Status Codes to all 139 buildings, structures and objects in the Central Waterfront survey boundaries. A summary of these codes can be found in Appendix B. National Register Status Codes assigned to Dogpatch resources can be found in Appendix G.

Note: Resources assigned with NR Status Codes of 5N, 5D1, or 5S3, appear ineligible for the National Register, but should be considered for local historic designation or in local planning issues. Surveyed properties designated as 6Z1 are found ineligible for listing in the National Register and possess no particular cultural or historical value.

Central Waterfront's potential historic districts

Pier 70

Integrity of Resources: It appears that the largest concentration of resources with the highest degree of integrity can be found at Pier 70 (for boundary information see map in Appendix C).

Assigned NR Status Codes: The majority of resources at Pier 70 have been identified with the following NR Status Codes: 3B -- properties that contribute to a historic district that has been fully documented; 3D -- by contributing to a historic district that has been fully documented; or 4R -- may become eligible for listing in the National Register when the resource meets: 1) Is located within the boundaries of a fully documented district and 2) May become a contributor to the district when it is restored to its appearance during the district's period of significance.

Proposed Period of Significance: 1882-1945. This period encompasses the construction of the oldest resources for Union Iron Works through the Bethlehem Steel/World War II period of use.

Significance: Pier 70 is historically significant for its role in the rehabilitation and manufacturing of military vessels for the Spanish American War, World War I and World War II. Pier 70 is potentially eligible as a National Register historic district that is significant at the national level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history; and Criterion C: Design and Construction, as a district embodying "distinctive characteristics of a type and period of construction."

Dogpatch

Integrity of Resources: The majority of historic resources within the Dogpatch neighborhood appear to retain sufficient integrity so as to be contributors to a designated local historic district (for boundary information see Appendix F).

Assigned NR Status Codes: The majority of resources in the Dogpatch neighborhood have been identified as 5D1 -- ineligible for the National Register but of local interest as a contributor to a fully documented district that is designated or eligible for designation as a local historic district.

Proposed Period of Significance: 1867-1945. The period of significance ranges from 1867, the approximate age of the oldest residential construction in the neighborhood to 1945, the date at which the neighborhood had been completely built-out and no longer the primary residential district for shipyard workers.

Significance: Dogpatch is significant at the local level under Criterion C: Design and Construction, as a district embodying "distinctive characteristics of a type and period of

construction." Dogpatch is significant as the oldest and most intact surviving concentration of Victorian-era industrial workers' housing in San Francisco.

Bridges and Tunnels

Integrity of Resources: Two vehicular and pedestrian bridges and two tunnels -- all constructed by the Southern Pacific Railroad at its Bayshore Cutoff -- retain significant integrity (located at Iowa Street between 18th and 22nd Streets and between 23rd and 25th Streets).

Assigned NR Status Codes: These resources have been identified with 3D -- by contributing to a historic district that has been fully documented according to the California Office of Historic Preservation.

Proposed Period of Significance: 1904-1948. The period of significance begins when the resources were constructed at the height of rail transport through the Central Waterfront area, but ends in 1945 as the trucking industry lessened reliance on the railroads.

Significance: These resources are potentially eligible as a National Register historic district that is significant at the local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history through the growth of San Francisco's modes of transportation -- from water to rail to roads.

Industrial-type Buildings

Integrity of Resources: This potential district, located primarily along 3rd Street (within the survey boundaries) features various levels of integrity based on modifications to the resources. However, more research should be conducted on the significance of the buildings and structures as they relate to the development of the Central Waterfront area and to the rest of San Francisco.

Assigned NR Status Codes: The majority of resources have been identified as 4D2 -- resources that are a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is conducted.

Proposed Period of Significance: 1900-1948. This period encompasses multiple themes that include: construction of small oil industry-related businesses; construction of Art Deco-styled buildings to accommodate industrial uses; modifications to resources through street widening or other infrastructure improvements to accommodate the burgeoning trucking industry.

Significance: The Industrial-type Buildings proposed historic district is historically significant at the local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history through the growth of San Francisco's modes of transportation -- from water to rail to roads.

Conclusion

The Central Waterfront Survey area, which includes the Dogpatch neighborhood, is a large geographic area that is historically significant as a mixed-use industrial and residential district, 1854 to 1948. In simplest terms, land modification and Bay infill, both implemented to accommodate the needs of economic activities, epitomize the historical development of the Central Waterfront. From the earliest industries of the mid-1850s through today, the Central Waterfront area has represented a dramatically changing landscape that has continuously maintained its mixed-used character.

A survey completed in 1999 by the Potrero Central Waterfront Committee revealed that the area maintains a strong industrial and commercial base -- offering a diverse environment for commercial and creative enterprises.[42] New industrial uses continue to locate in the Central Waterfront area, and the prospect of more than 8,000 housing units and over six million square feet of office and commercial space also signal the redevelopment of the area.

Recommendations

The greatest protection afforded a community's historic resources is typically at the local level -- through codes and ordinances that govern the identification, documentation and preservation of these resources. Using the Central Waterfront Survey data as a planning tool, individual resources and sections of the Central Waterfront area should be considered for designation through Article 10 of the Code of the City of San Francisco. Section 1004 directs the Board of Supervisors to, "...by ordinance, designate an area containing a number of structures having a special character or special historical, architectural or aesthetic interest or value, and constituting a distinct section of the city, as a historic district."

At the very minimum, the Central Waterfront area's historic resources should be given special consideration in planning issues that may involve the rezoning of land or the demolition of identified historic buildings, structures or objects within the survey boundaries.

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[42] San Francisco Central Waterfront: Community Land Use Recommendations Report, Potrero Central Waterfront Committee: October 15, 1999.

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OTHER

Interview with Edward Cicerone, conducted by Cheryl and Clark Taylor, (May 1964).

List of Images

Cover Page: Photograph Number: AAC-8916
San Francisco Historical Photograph Collection, San Francisco Public Library

Page 3:
Central Waterfront survey area pictured between 1929 and 1934. Planning Department photograph.

Page 9: Photograph Number: AAC-3091
San Francisco Historical Photograph Collection, San Francisco Public Library

Page 11: Photograph Number: AAC-6368
San Francisco Historical Photograph Collection, San Francisco Public Library

Page 12:
Central Waterfront survey area pictured between 1929 and 1934. Planning Department photograph.

Page 15: Photograph Number: AAC-2291
San Francisco Historical Photograph Collection, San Francisco Public Library

Page 17: Photograph Number: AAB-2880
San Francisco Historical Photograph Collection, San Francisco Public Library

Appendix A:

DPR 523 Forms -- Central Waterfront Historic Resource Survey

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # __________
HRI # __________
Trinomial __________

Page 1 **of** 4 **Resource Name or #** Boat Repair Storage
***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☐Continuation ☒Update

P1. Other Identifier: 1

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 4
***NRHP Status Code** 3B
***Resource Name or #** Boat Repair Storage

B1. Historic name: Twigg Brothers Boat Building Shop
B2. Common name: Kneass Boat Building Shop
B3. Original Use: Boat building B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed c. 1878 for Twigg Brothers Boat building Shop. Façade renovations c. 2000.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** 671 Illinois Street (formerly Kneass Boatyard)

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This is likely the last of the first generation of small ship builders and repair facilities built on the newly settled Potrero Point. The land north of the Bethlehem Steel has been occupied for the manufacture of boats since the 1860s. There is no water connection record, no Building Department permits, and no representation of the block on the WPA land use map. Historic Sanborn maps begin to report on this block in 1900, at which point this building exists in nearly the same configuration as it does today, save the removal of part of the rear lean-to addition. The Twigg Boatworks operated from this building from reportedly 1878 to at least the 1920s. The building continued to house the manufacture of boats into the 1960s, being occupied by the Kneass family. The Twigg family may have specialized in making speed boats in the early 20th century, as John Twigg and sons published *Forms of Speed Boats: a Treatise on Model, Proportions, Resistance, Stability, and Seaworthiness* in 1907. This building is one of a handful of buildings associated with small watercraft construction, repair and chandlery in the Central Waterfront. Other buildings meeting the age criterion include the Pier 66 Boatyard Office and Quonset Hut, and 555 Illinois, the Bluepeter Building and 2051 3rd Street. If its construction can be proven to be 1878, this would be the oldest resource in the Central Waterfront survey area.

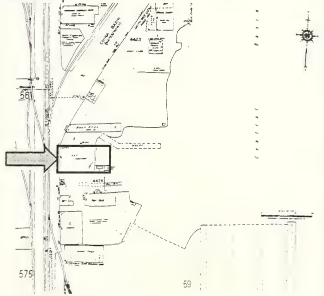
This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at the local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This building has been individually evaluated as potentially eligible for the California Register. This property may become eligible for separate listing in the National Register when more historical or architectural research is performed.

B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial Building
***B12. References:**
Aerial photographs 1940, 1948, 1956, 1964. Sanborn Maps 1900, 1915, 1920, 1998. *Forms of Speed Boats: a Treatise on Model, Proportions, Resistance, Stability, and Seaworthiness*, John Twigg & Sons, 1907 (San Francisco Maritime National Historical Park). WPA land use map 1941.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ____
HRI # ____
Trinomial ____

Page 3 **of** 4 **Resource Name or #** Boat Repair Storage
***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☒Continuation ☐Update

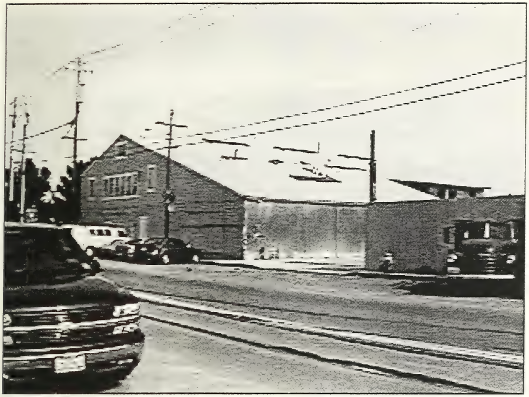


Photo 1. 2/26/2001
Kneass Boat Works at 651 Illinois is a two-story wood frame warehouse with wood siding. The gable end faces the street on the saltbox structure with the lean-to appended to the southern side. The first story contains a centrally placed large open bay, which has been in filled to a pedestrian door and a pair of plate glass windows with iron security bars. A second pedestrian entrance is located to the south. The lean-to contains a large wooden vehicular door. The second story contains three bays; a single modern double hung sash in each. The central bay contains a band of six modern double hung windows. The lean-to contains a single in filled window opening. A modern sliding window is located in the gable / loft.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 4 **of** 4 **Resource Name or #** Boat Repair Storage
***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☒Continuation ☐Update

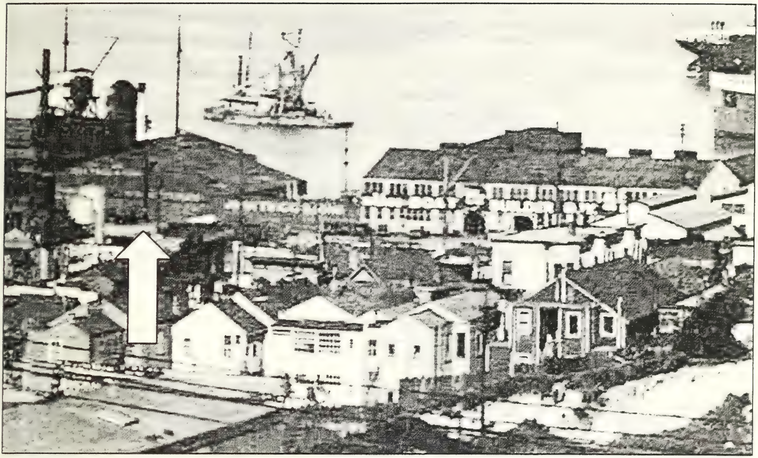


Photo 3. View from Potrero Hill looking East c. 1925-1929. Photo Courtesy of Potrero Hill Archives Project. On the waterfront is visible the John Twigg & Sons Boatyard on the left and George Kneass Boatyard on the Right.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 1 **of** 3 **Resource Name or #** Pier 66 Boatyard Office and Quonset Hut
***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☐Continuation ☒ Update

P1. Other Identifier: 2

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #__________
HRI#__________

***NRHP Status Code** 5S3

***Resource Name or #** Pier 66 Boatyard Office and Quonset Hut

B1. Historic name: Kneass Boatyard
B2. Common name: Pier 66 Boatyard Office
B3. Original Use: Ship building B4. Present use: Vacant
***B5. Architectural Style:** Colonial Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Office building constructed c.1939
Quonset hut constructed c. 1939

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**______ **Original Location:**______
***B8. Related Features:** 651 Illinois Street (formerly Kneass Boat Building Shop)

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A, B
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This elusive building has no water connection record, no Building Department permits, no BCDC permits, no representation on historic Sanborn Maps, and no representation of the block on the WPA land use map. What is known is that neither building appears on an aerial photograph from the 1930s, but do appear on a photograph from 1946. Additionally, there is no listing in Polk's San Francisco 1960 directory. The aerial photographs clearly show boat ways extending into the Bay from the property, which has historically been part of the Kneass Boatworks. This building is one of a handful of buildings associated with small watercraft construction, repair and chandlery in the Central Waterfront. Other buildings meeting the age criterion include 555 Illinois (Bluepeter Building), and the Twigg / Kneass Boatworks Building and 2051 3rd Street.

This resource has been determined ineligble for the National Register or designation under local ordinances, but should be given special consideration in local planning.

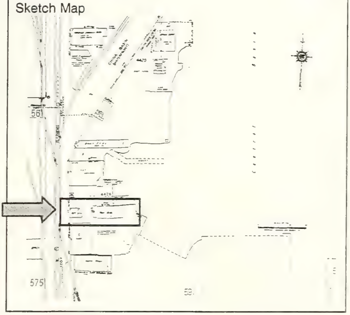
B11. Additional Resource Attributes: (List attributes and codes) HP6 1-3 Story Commercial Building HP8 Industrial Building
***B12. References:**
Aerial photographs 1940, 1948, 1956, 1964. Sanborn Maps 1900, 1915, 1920, 1998. WPA land use map 1941.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 3 **of** 3 **Resource Name or #** Pier 66 Boatyard Office and Quonset Hut
***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☒Continuation ☐Update

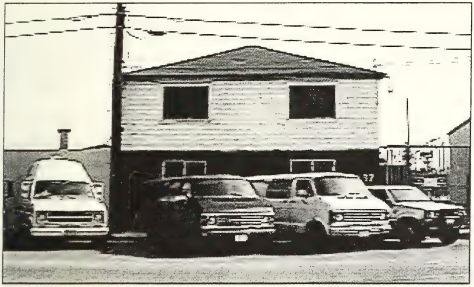


Photo 1. 2/16/2001
View east from Illinois Street.

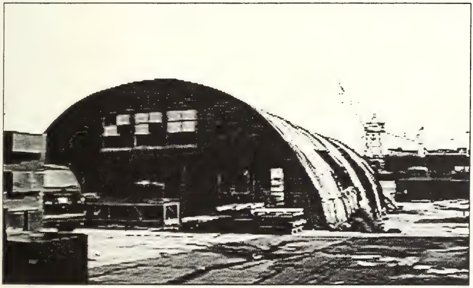


Photo 2. 2/16/2001
View East from drive on south side of 671 Illinois Street (front building).

Corrugated steel on steel frame Quonset Hut, three bays wide on the western façade. The first and third bays contain paired, steel sash six -lite windows. The central bay contains a large opening with three, six-lite steel transom windows. The eastern façade contains a single large opening for the passage of ships to the water. The southern side contains a large opening. There is also missing siding materials from the southern side.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 1 **of** 3 **Resource Name or #** Bluepeter Building
***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☐Continuation ☒ Update

P1. Other Identifier: **3;** 555 Illinois Street

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3 ***NRHP Status Code** 5S3

***Resource Name or #** Bluepeter Building

B1. Historic name: Bluepeter Building
B2. Common name: Bluepeter Building
B3. Original Use: Boat manufacture and repair B4. Present use: Automobile auction house

***B5. Architectural Style:** Modern Industrial

***B6. Construction History:** (Construction date, alterations, and date of alterations)
The Bluepeter Building was built ca.1940 on filled land over the former Hooper Lumber wharf. Circa 1955, the southeast corner of the building was notched-out.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a

***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

When originally constructed for shipbuilding and repair, this building had direct access to the Bay. Around 1955, the southeast corner of the building was notched-out to allow for the preservation of the building after the construction of Waterfront Street, formerly called China Basin Street, now known as Terry François Blvd. By 1960, 545-55 Illinois was occupied by C.J. Hendry Co., ships chandlers. Due to infill of the bay the property was no longer located on the waterfront. This building is one of a handful of buildings associated with small watercraft construction, repair and chandlery in the Central Waterfront. Other buildings meeting the age criterion include the Pier 66 Boatyard Office and Quonset Hut and the Twigg / Kneass Boatworks building and 2051 3rd Street.

This resource has been determined ineligble for the National Register or designation under local ordinances, but should be given special consideration in local planning.

B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial Building

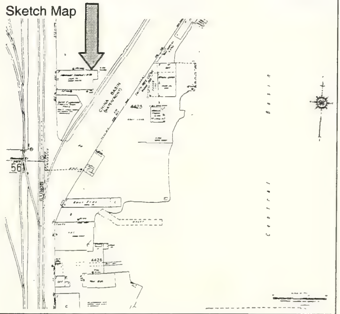
***B12. References:**
Aerial photographs 1940, 1948, 1956, 1964. Sanborn Maps 1900, 1915, 1920, 1998. WPA land use map 1941.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # __________
HRI # __________
Trinomial __________

Page 3 **of** 3 **Resource Name or #** Bluepeter Building

***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☒Continuation ☐Update

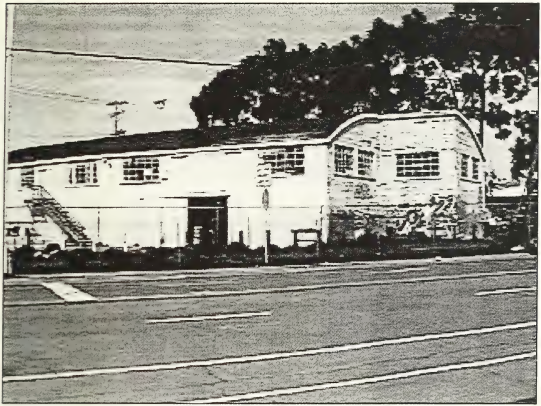


Photo 1. View northwest from Terry François Blvd. 11/20/2000

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #__________
HRI #__________
Trinomial__________
NRHP Status Code__________
Other Listings__________
Review Code______ Reviewer__________ Date______

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 420 17th Street

P1. Other Identifier: 4; 400 Illinois Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 420 17th Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3942 Lots: 2 and 3

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

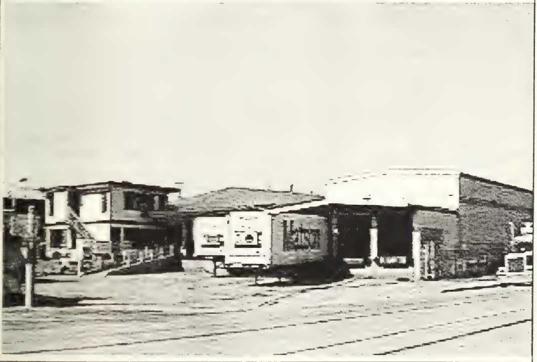
Occupying this large lot bounded by Illinois Street to the east and 16th Street to the north are four associated buildings: a complex of three food distribution warehouses and a small office building. The single-story, steel frame warehouse located along Illinois Street has corrugated metal walls and a gabled roof. A raised, three bay loading dock with a lower roofline is located at the southern end of the warehouse. Running parallel to this warehouse to the west is a second warehouse with a bow truss roof and a wooden canopy protecting three raised loading docks on the southern façade. Attached to the northern ends of both of these warehouses and extending to 16th Street is a box-like warehouse with steel frame construction, metal walls and a flat roof.

The two-story, wood frame office building is situated in the southwest corner of the lot and is attached to the bow truss warehouse. It features pedestrian entrances on the first story of the eastern façade and on the second story of the southern façade and various sizes of windows. A plain stringcourse is located between the first and second stories. The roof is flat with overhanging eaves.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Illinois Street looking northwest.
02-26-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1949- Assessor's Record

***P7. Owner and Address:**
Catellus Development Corp
% Lisa Hooton
201 Mission St
San Francisco, CA 94105

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 02-20-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #111825

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 6Z1

*Resource Name or # 420 17th Street

B1. Historic name: Bellevue Creamery Cold Storage Building
B2. Common name: None
B3. Original Use: Cold storage warehouse
B4. Present use: Warehouse
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

1949—Present building with bow-truss roof constructed.
Circa 1958—Office extension added to southern end of building.
1968—140' by 37' steel refridgerated warehouse and loading facility added to the east end of the building.
1979—Buildings on Lot 2 demolished and a large new freezer building constructed to the north.
1979—Office and loading dock at southern end remodeled.
1980—Second floor added to office.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** *(Insert information about pre-1956 warehouses, office space, etc here.—Maybe, check state manual.)*
Complex of four buildings

B9a. Architect: Alfred W. Johnson & Clyde F. Trudell
b. Builder: H. L. Petersen Construction Co., contractor

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1856-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 and 1918 Sanborn Maps show railroad tracks running the length of Lots 2 and 3 (of Assessor's Block 3942). The only building 50 years or older on the lot is a 1948 wood frame warehouse that was designed by local architects Alfred W. Johnson and Clyde F.Trudell and constructed by the H.L. Peterson Construction Company. This building lies in the interior of the block at the southern end. The warehouse has been remodeled several times over the years. The Bellevue Creamery originally used this building for cold storage. Building permit records show that the warehouse was continually used as a storage facility through the 1980s. The Producers Trading Company owned and occupied the building in 1958 and the C.J. Figone & Son Cold Storage Company owned it as of 1979.

This building is not architecturally or historically significant under the National Register criteria. This building does not appear to be eligible to the California Register.

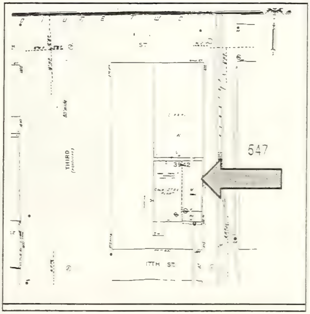
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Building Permits #111825, #215160, #359513, #7906755, #7909120, #8003807

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 1830 3rd Street

P1. Other Identifier: 5

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 1830 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3943 Lot: 3

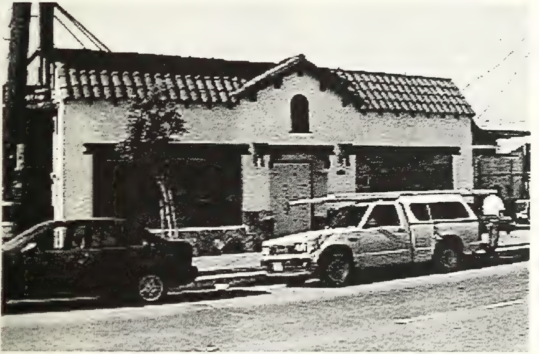
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This symmetrical, one-story, three bay, wood frame building has a stuccoed façade and Spanish Revival details. The main entrance is centered on the front façade and is sheltered in a recess by a bracketed heavy wooden lintel over the opening. Within the recess is a set of modern double steel entrance doors. The lateral walls each contain a small niche. Flanking the center bay is a pair of modern metal light fixtures. The side bays each contain a single, large sheet of plate glass with heavy wooden lintels. A random, coursed fieldstone base was applied to the façade including the interior of the recess. The parapet is canted to allow for four courses of a decorative terra cotta tile roof with false rafter tails. Above the central bay is a shallow gable with exposed purlins. Within the area of the gable is a false louvered vent with an arched top. The sides of the building are wooden shiplap. The north façade has a shallow canvass awning covering a narrow open passage. The sidewalk in front of the building is a red concrete with a diamond pattern etched into its surface.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View west from 3rd Street.
11-20-2000

***P6. Date Constructed/Sources:**
1934 – Water Service Record and Assessor's Record

***P7. Owner and Address:**
WYL Orion Properties
1800 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None
Water Service Record #128831, April 17, 1934

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3

***NRHP Status Code** 4D2

***Resource Name or #** 1830 3^{rd} Street

B1. Historic name: The Viaduct Café
B2. Common name: Unknown
B3. Original Use: Restaurant
B4. Present use: Restaurant and nightclub, "Sno-Drift"
***B5. Architectural Style:** Spanish Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Brick chimney and fireplace installed in 1936. Narrow 68' storeroom addition to south in 1957. New window, bulkhead, planter box, and stone trim installed in 1971.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: unknown
b. Builder: unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Retail **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1900 Sanborn Map shows that part of a small pond covered the very northern portion of this block. Two small buildings with flats and a saloon with rooms abutted the southern edge of the pond and fronted 3^{rd} Street. According to the 1915 Sanborn Map, the pond was filled and Southern Pacific Rail Road developed some railways. That map also shows that a restaurant and another saloon with rooms joined the existing buildings on the corner of 16^{th} and 3^{rd} Streets. This building was constructed in 1934 and was listed in City Directories as "The Viaduct Café" until 1976. The name probably referred to the viaduct that was built by 1915 and located along the eastern side of 3^{rd} Street between 16^{th} and 18^{th} Streets. The 1939 City Directory lists three individuals connected to the café: Achille J. Muzio, a resident of 2100 Jones Street; Ernesto Sozza, a resident of 812 Naples Street; and Jos Laguzzi, a resident of 1806 Mason Street. In the 1948 directory, Mr. Muzio and Mr. Sozza continue to be associated with the café along with Narchiso De Marchi of 2342a Jones Street. A. S. Muzio is listed as the owner on a building permit from 1962. From 1977 to 1999, Cargo Incorporated restaurant is listed at this address. The Sno-Drift nightclub occupies the building today.

This building is little altered and possesses integrity of location, design, workmanship, materials, and association. The façade was slightly altered in the 1970s with the addition of stone trim and replacement windows -- both of which do not detract from the character of the building or the features associated with its significance. It is, however, lacking in integrity of setting and feeling because the viaduct and other frame buildings with complementary uses have been demolished.

1830 3^{rd} Street retains contextual significance as an example of a Spanish Revival-styled restaurant in the Central Waterfront area, an industrial and residential district featuring both large warehouses and smaller, mostly frame buildings that (cont. to page 3)

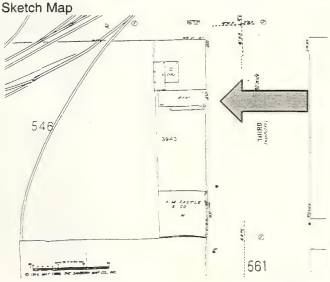
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permits #23280, #200278, #394255
Water Service Record #128831, April 17, 1934

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



***B10. Significance:** (continued from page 2)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ____
HRI # ____
Trinomial ____

Page 3 **of** 3 **Resource Name or #** (Assigned by recorder) 1830 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

served the housing and daily needs of the workers from the warehouses. This resource contributes to a potential National Register historic district through Criterion A: and as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This property has been individually evaluated as potentially eligible for the California Register.

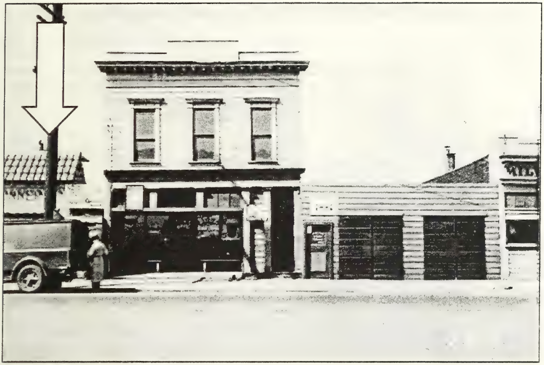


Photo 2.
1830 3rd Street is the single-story building on the left edge of this photograph taken from 3rd Street looking west in 1941. [AAB-5826]

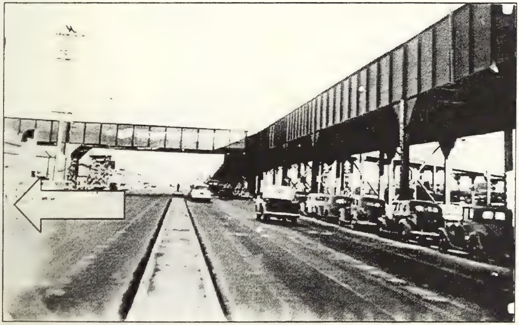


Photo 3.
3rd Street viaduct. The arrow indicates the location of 1830 3rd Street (not in photograph)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 701 16th Street

P1. Other Identifier: 6
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 701 16th Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3944 Lot: 4, northwestern portion

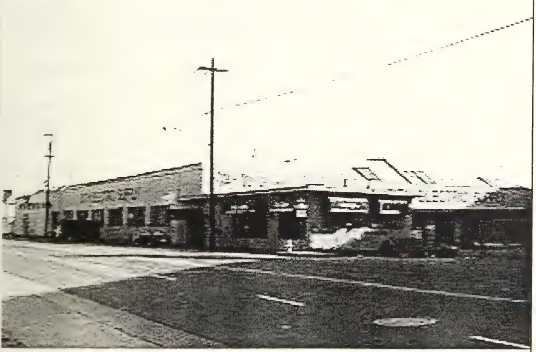
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, concrete constructed with cement block walls, multi-bay warehouse housed three to four businesses. A wood frame storage shed with steel roof and open sides was constructed c. 1978 and is located to the east of the warehouse. An office and showroom annex is attached to the western façade of the warehouse. The 16th Street façade has 12 bays and is divided into two sections. The eastern elevation was designed for the transfer of goods and features narrow, horizontal, multi-light steel sash windows located above two roll-up steel doors. The western portion is more accommodating to foot traffic with pedestrian doors and larger multi-light, steel sash pivot windows with concrete sills located four feet above grade. The western façade fronts a parking lot and contains several roll-up-steel doors. A wooden bow truss supports the roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 16th street looking southeast. 11-20-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1951 – Building Permit
1978 – storage shed: Building Permit

***P7. Owner and Address:**
Catellus Development Corp.
% Lisa Hooton
201 Mission Street
San Francisco, CA 94105

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #138463; storage shed – Building Permits #456497 and #7810088

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 6Z1
***Resource Name or #** 701 16th Street

B1. Historic name: Maxwell Reid Warehouse
B2. Common name: City Electric Supply Co.
B3. Original Use: Warehouse and offices B4. Present use: Construction supply warehouse; City Lights discount showroom
***B5. Architectural Style:** Utilitarian/Warehouse
***B6. Construction History:** (Construction date, alterations, and date of alterations)
1951—Building constructed.
1965—Door height lowered.
1978—31' by 99' storage shed built.
1986—Five windows on northern façade of office enlarged and eleven windows closed off on western and southern façades of the office.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Storage shed

B9a. Architect: R. H. Cooley, engineer b. Builder: John J. Moore Co., contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 Sanborn Map shows the entire block covered by train tracks with three, one-story wood frame dwellings in the middle of the block alongside the tracks. The 1920 Sanborn Map shows several more one-story buildings used as offices and lockers and a variety of sheds spread amongst many train tracks. The present warehouse was constructed in 1951 as the Maxwell Reid Warehouse. The City Directory from 1955-1956 indicates that the occupant was the service department for the California Electric Supply Company. Building permit records show that the same company owned it 10 years later, and that another electrical company -- the City Electrical Company -- used the building as their offices and showroom by 1986.

This building is not architecturally or historically significant under the National Register criteria. This building is not 50 years in age and does not meet the individual exceptional significance criteria under the National Register.

B11. Additional Resource Attributes: (List attributes and codes)

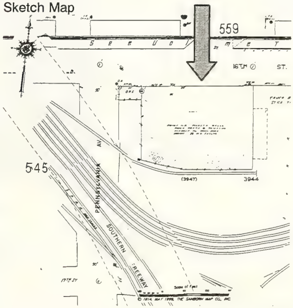
***B12. References:**
Building Permits #138463, #321781, #456497 and #7810088, #8600922

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 5 **Resource name(s) or number**(assigned by recorder) 1900 3rd Street

P1. Other Identifier: 7; A. M. Castle Co.
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 1900 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3992 Lot: 2

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

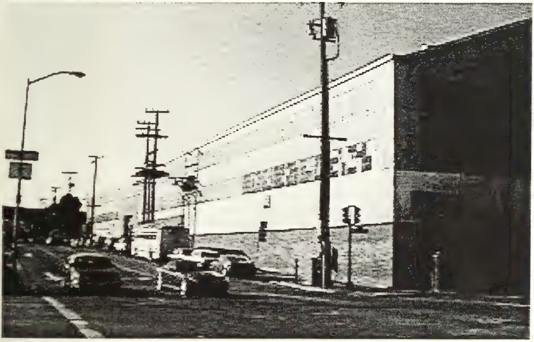
This tall, single-story industrial warehouse with attached two-story office annex covers a double sized city block. The warehouse building fronts on 3rd and Mariposa Streets. The two-story annex fronts 3rd Street (see Continuation Sheet). The warehouse is of steel frame construction and features a base of concrete and brick with walls of corrugated steel. The warehouse has five parallel gables that front onto 3rd Street. Two bands of multi-paned, industrial steel sash windows run the length of the building on both primary façades -- the two secondary façades having only one band. The primary entrances to the warehouse are garage doors, loading docks, and pedestrian doors that are located along Mariposa Street. A single recessed pedestrian door provides entrance to the building along 3rd Street. A brick base runs along all sides of the building. This base frames the major entrance along Mariposa Street.

(Office annex on page 3)

***P3b. Resource Attributes:** (list attributes and codes) HP8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View along Mariposa Street, northwest from 3rd Street.
11/20/2000

***P6. Date Constructed/Sources:**
1946 – Building Permit

***P7. Owner and Address:**
City and County of San Francisco
% Real Estate Department
25 Van Ness Avenue #400
San Francisco, CA 94102

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12/19/2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #80506

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

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Page 2 of 5 **Resource Name or #** (Assigned by recorder) 1900 3rd Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 12-19-2000 ☒ Continuation ☐ Update

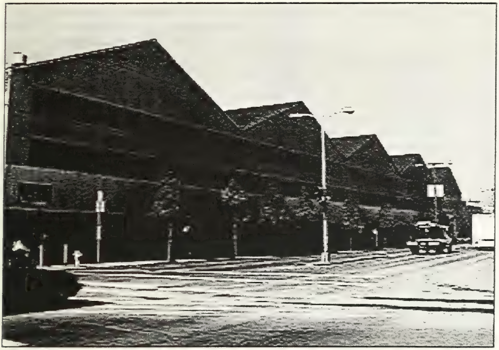


Photo 2. 3rd Street façade looking north.

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # ____________ HRI # ____________
CONTINUATION SHEET	Trinomial ____________

Page 3 of 5 **Resource Name or #** (Assigned by recorder) 1900 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 12-19-2000 ☒ Continuation ☐ Update

The 3rd Street façade of the office annex has five bays and a brick base that extends beyond the building as a freestanding wall. The first bay contains a recessed ground floor entryway and plain stucco façade above. Inside the box recess entryway, the brick wall has an aluminum sign; the front stucco wall has a granite base, a bronze mail slot and three large, single-pane plate glass windows. The northern lateral wall has a double door with a transom light. The flooring is terrazzo. The remaining bays are covered at the second story with five long, vertical panels of yellow corrugated plastic in an aluminum frame. Within each panel is a three-light window with a central awning pane. Below the panels are two-light awning windows. All window sashes and doorframes on the façade are aluminum. The northern façade, along a parking lot, is stucco and has a sign advertising moving services. There are several openings on the elevation including a double door with a transom light and a variety of window types and sizes. A decorative metal awning above double doors is on the western façade. The flat roof has an equipment room and many antennae.
The building appears to be in good condition.

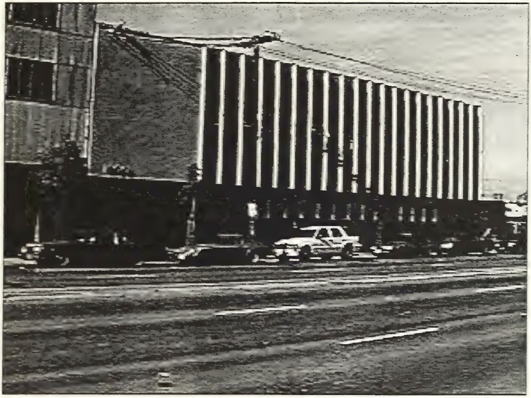


Photo 3. 1900 3rd Street Annex. View east from 3rd Street. 11/20/2000

State of California — The Resources Agency **Primary #**

DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 4 of 5 ***NRHP StatusCode** 4D2

***Resource Name or #** 1900 3rd Street

B1. Historic name: Bethlehem Steel Co. Warehouse

B2. Common name: Pacific Metals Inc.; A. M. Castle & Co. Warehouse

B3. Original Use: Storage warehouse for steel B4. Present use: Industrial, "Studio 89"

***B5. Architectural Style:** International

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1946. New parking lot and 3rd Street entrance constructed in 1957. Porcelain enamel letters placed above entrance in 1957. Installed one pair of 4' foot doors to provide entrance from rear in 1970. Building platform and stairs from the second floor added to the rear in 1971.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a

***B8. Related Features:**

Office annex, rail spurs

B9a. Architect: H. A. Shirmer, engineer b. Builder: supervision of construction by Bethlehem Steel Co. Engineering Dept.

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront

Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 and 1919 Sanborn Maps show Christenson Lumber Co. as the occupants of the block. This building was constructed in 1946 for Bethlehem Steel Co., the occupants and owners of the San Francisco Yard at Pier 70. Two metal companies used this building until 1990: Pacific Metals Co. Ltd. (1957-1966) and A. M. Castle & Co. Metals (1967-1990). The two companies may have merged in 1967 because the City Directory lists Pacific Metals Division of A. M. Castle & Co. at this address from 1967-1973. A. M. Castle & Co. has a history in the Central Waterfront dating to 1925 when it constructed a large warehouse and office at 800 Indiana Street, which it vacated in 1966/1967.

This building possesses integrity of location, design, setting, materials, workmanship, feeling, and association. 1900 3rd Street retains a contextual significance as a well-preserved example of a large warehouse used by the metals industry in the Central Waterfront area. This building is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance. This building does contribute to a potential National Register historic district as it relates to the development of the Central Waterfront as a mixed industrial and residential district, 1854-1948. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This property has been individually evaluated as potentially eligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Building Permits #80506, #197122, #199625, #387319, #399494(?)

B13. Remarks:

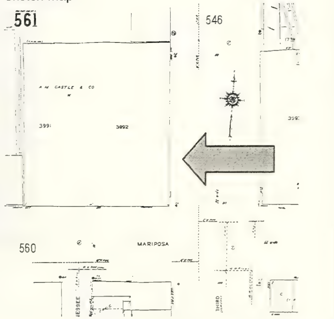
***B14. Evaluator:**

Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**

July 20, 2001

Sketch Map



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DEPARTMENT OF PARKS AND RECREATION
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Primary #
HRI#
Trinomial

Page 5 of 5 **Resource Name or #*** (Assigned by recorder)
***Recorded by** Planning Department, City and County of San Francisco ***Date** ☐ Continuation ☐ Update

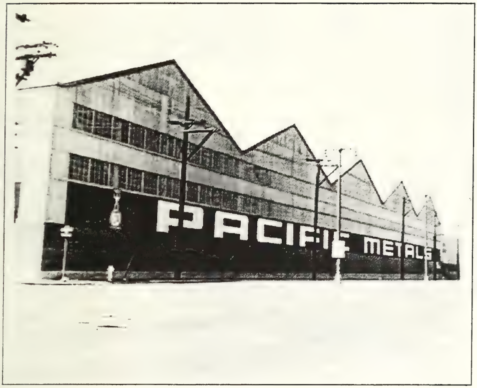

Photo 4.

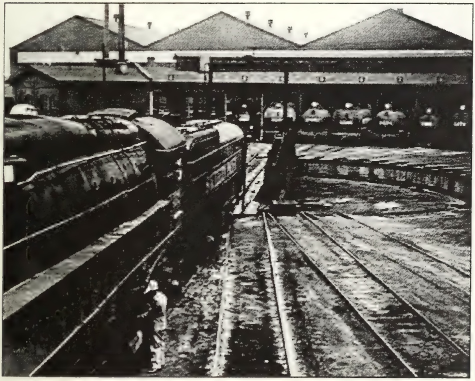

Photo 5.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________
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NRHP Status Code________
Other Listings________
Review Code________ Reviewer________ Date________

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 2085 3rd Street

P1. Other Identifier: 8; Gilmore Oil Co. Office Building

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2085 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 3994 Lot: 2

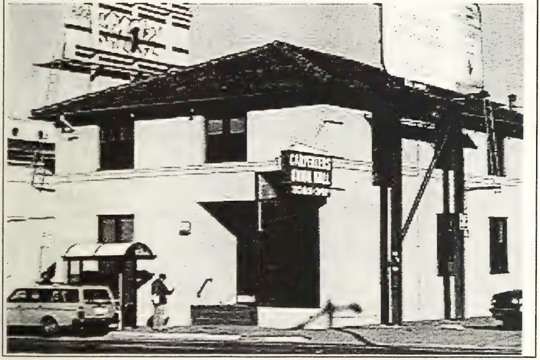
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

The Carpenter's Union Hall is a two-story concrete building with painted stucco walls that stands at the corner of 3rd and 18th Streets. The 3rd Street façade has two bays, each with coupled, double-hung aluminum one-over-one windows. The primary entrance was altered c. 1960 and contains a solid door with a right sidelite. A belt course runs along the base of the second floor. The 18th Street façade has a fixed, multi-pane window and coupled, double-hung aluminum one-over-one windows and faces into the building's parking lot. The bracketed cornice supports a hipped terra cotta tile roof that features a terra cotta pot chimney. A historic neon box sign projects from the 3rd Street façade: "Carpenter's Union Hall 2085 3rd".

***P3b. Resource Attributes:** (list attributes and codes) HP 13 Community Center/Social Hall

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View east from 3rd Street
11-16-2000

***P6. Date Constructed/Sources:**
1930 – Building Permit
1933 – Building Permit: second story addition

***P7. Owner and Address:**
United Brotherhood of Carpenters
2085 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #183953, second story addition – Building Permit #4436

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3 ***NRHP Status Code** 4D2

***Resource Name or #** 2085 3rd Street

B1. Historic name: Gilmore Oil Co. Offices
B2. Common name: Carpenter's Union Hall
B3. Original Use: Offices B4. Present use: Headquarters for Carpenter's Union and Marine Carpenter's Local No. 2236
***B5. Architectural Style:** Spanish Eclectic
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1930. Second story added in 1933. Existing doorway removed and a new one built, fire escape added, and the window trim and paint were removed in 1957. Carpenters Union Hall sign erected in 1960.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Gilmore Oil Co. buildings located at 2075 3rd Street and 550 18th Street.

B9a. Architect: Stanton Reed & H. Mard*(spelling?)* b. Builder: Cahill Brothers
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

According to the 1900 Sanborn Map, this block was mostly undeveloped except for rail tracks along Illinois Street and a saloon and dwelling on the corner of 18th and 3rd Streets. The southern half of the block was completely vacant in 1915 and 1919 except for rail tracks. This building was constructed along with several others (including 2075 3rd Street and 550 18th Street) for the Gilmore Oil Co. in 1930 and was still listed as Gilmore Oil Co. in the 1939 City Directory under the "oil producers and shippers" section. This property was listed as vacant in the 1955/1956 City Directory. From 1957 to the present it has housed chapters of the following labor organizations: Carpenters Union Local No. 1149, No. 483; Dry Dock Marine Waysmen Stge Riggers and Helpers Local No. 3116; Drydock Marine Lowe No. 3116; Drydock Marine Local No. 1149; Millmen's Union Local No. 42; Patternmakers Association of San Francisco & Vicinity; Production Carpenters Local 2559; and Shipyard Laborer's Union Local No. 886; Shipwrights, Joiners, Boat Builders, Millmen & Loftsmen. It also functioned as the Carpenter's Union Hall from 1960 to the mid-1980s.

The original single-story office building was significantly altered in 1933 with the addition of a second story designed by the architectural firm Hibbard, Gerity & Keaton and built by J. Harold Johnson, contractor. Therefore, the current building's integrity of design, workmanship, materials, and feeling relates to the 1933 addition while the integrity of location, association, and setting relates to 1930.

This resource may become eligible for listing in the National Register when more historical or architectural research is performed. It does contribute to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. (see Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permits #183953, #4436, #202798, #242880

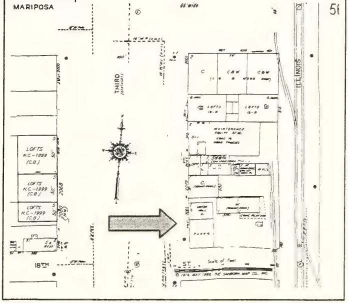
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # ______ HRI # ______
CONTINUATION SHEET	Trinomial ______

Page 3 **of** 3 **Resource Name or #** (Assigned by recorder) 2085 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 12-19-2001 ☒ Continuation ☐ Update

***B10. Cont.**

The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Property may become eligible for separate listing in the National Register once it becomes old enough to meet the Register's 50-year requirement, within the context of labor history in San Francisco. This is based on the fact that is has housed chapters of numerous labor organizations from 1957 to the present.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________
HRI #________
Trinomial________
NRHP Status Code________
Other Listings________
Review Code____ **Reviewer**________ **Date**______

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 550 18th Street

P1. Other Identifier: 9
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 550 18th Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3994 Lot: 3, eastern portion

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, commercial building is of concrete construction with painted cement walls. The roof is flat, has a gabled parapet at the eastern end and a plain parapet that steps at the corners. Of its three bays, the first two bays have wide, barn-style, painted sliding wood doors. The third bay features a loading dock platform and a non-historic double steel door with transom and sidelights. There is also a steel sash, pivot window with a layout of three vertical-by-three horizontal lites in the third bay. A 6' foot, painted concrete wall with battered sides that curve toward the interior of the lot follows the property line.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

P5b. Photo: (view and date)
View north from 18th Street
11-16-2000

***P6. Date Constructed/Sources:**
1930 – Assessor's Record

***P7. Owner and Address:**
Estate of Frank M. Close
50 Beachmont Drive
San Francisco, CA 94132

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
none

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

[illegible]

[illegible]

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ____
HRI # ____
Trinomial ____

Page 2 **of** 2 **Resource Name or #** (Assigned by recorder) 550 18th Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

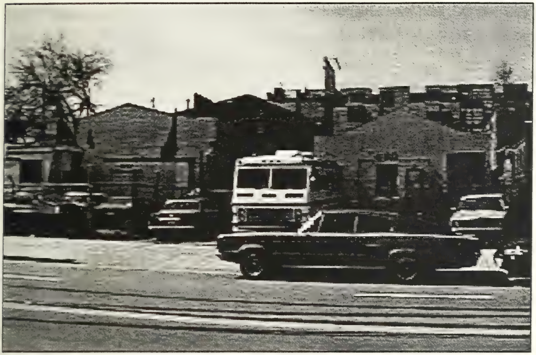


Photo 2. View from Illinois Street looking west. 550 18th Street is the building on the left.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3
***NRHP Status Code** 4D2
***Resource Name or #** 550 18th Street

B1. Historic name: Gilmore Oil Co. Warehouse
B2. Common name: Cottage Tables
B3. Original Use: Warehouse
B4. Present use: Cabinetmaker
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built c. 1930.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:** Gilmore Oil Co. buildings located at 2075 and 2085 3rd Street.

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial/Commercial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

According to the 1900 Sanborn Map, this block was mostly undeveloped except for rail tracks along Illinois Street and a saloon and dwelling on the corner of 18th and 3rd Streets. The southern half of the block was completely vacant in 1915 except for rail tracks. Although the original building permit has not been located, this building was listed, along with eight other structures, on a permit filed by the Gilmore Oil Co. in 1930 that was withdrawn. Building permits (most of which have been located) for each building were then filed individually. This evidence combined with the 1947 land use map and the Assessor's Record strongly supports the assumption that the construction date was 1930 and that the original use was a warehouse for Gilmore Oil Co. City Directories list the platers, Protective Finishes, at this address from 1960 to the mid-1970s. During the next ten years, City Directories list several different tenants at this location. Cottage Tables has occupied this building since 1987.

The building possesses integrity of location, design, workmanship, materials, association, and setting. The historic relationship to the building at 2075 3rd Street is still evident in the design and materials of the parapets on the eastern façades. The lack of oil tanks, however, has compromised this building's integrity of feeling.

This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. 550 18th Street retains contextual significance as it relates to the development of the small oil industry around 1930 near the intersection of 3rd and 18th Streets in the Central Waterfront area. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

B11. Additional Resource Attributes: (List attributes and codes)

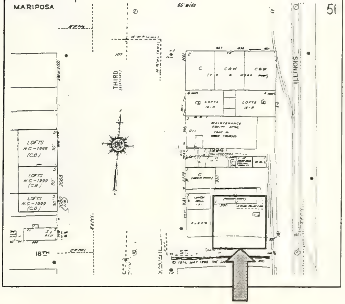
***B12. References:**
Building Permit #183846. 1947 Land Use Map.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 2075 3rd Street

P1. Other Identifier: 10; 680 Illinois Street

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2075 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 3994 Lot: 3

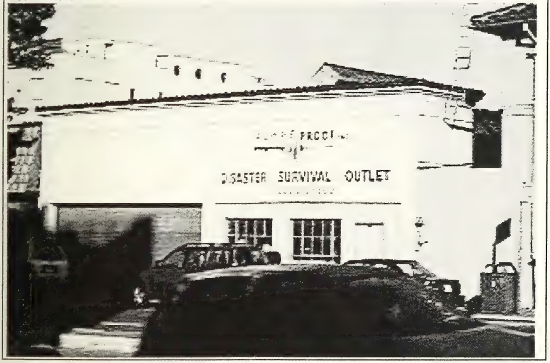
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This one-story plus mezzanine, two bay commercial building is constructed of concrete and has painted cement walls. The northern bay contains a steel garage door. The southern bay has partial concrete block infill with the remainder containing two multi-paned industrial sash windows with pivoting panes and a solid pedestrian door. A simple belt course runs along the top of the mezzanine floor and below the unornamented projecting cornice. The roof is flat with a terra cotta tiled parapet. A rectangular, metal, vented clerestory juts out from the roof in the center of the building. A painted sign on the façade over the southern bay reads: "Quake Proof Inc., Disaster Survival Outlet".

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View east from 3rd Street
11-16-2000

***P6. Date Constructed/Sources:**
1931 – Building Permit

***P7. Owner and Address:**
Frank M. Close
50 Beachmont Dr.
San Francisco, CA 94132

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #190208

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 2075 3rd Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 12-19-2000 ☒ Continuation ☐ Update

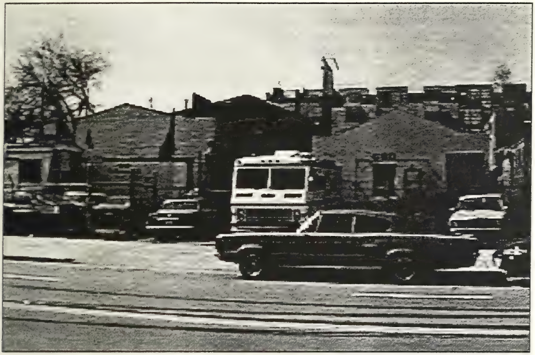


Photo 2. View from Illinois Street looking west. 2075 3rd Street (680 Illinois Street) is the building on the right.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3

***NRHP Status Code** 4D2

***Resource Name or #** 2075 3rd Street

B1. Historic name: Gilmore Oil Co. Ltd. Garage
B2. Common name: Quake Proof Inc.
B3. Original Use: Commercial garage B4. Present use: Industrial; disaster survival outlet
***B5. Architectural Style:** Spanish Eclectic
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1931. One roll-up steel door (22'4" by 9'6.5") removed and replaced with concrete block wall containing one entrance door (28.5" by 6'3") and two steel casement windows (7'1" by 6'2") in 1961.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________
***B8. Related Features:** None

B9a. Architect: William H. Carr, engineer b. Builder: Days Work, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial/Commercial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

According to the 1900 Sanborn Map, this block was mostly undeveloped except for rail tracks along Illinois Street and a saloon and dwelling on the corner of 18th and 3rd Streets. The southern half of the block was completely vacant in 1915 except for rail tracks. This building was constructed in 1931 for the Gilmore Oil Co., which constructed several other buildings (2085 3rd Street and 550 18th Street) on this block in 1930. The City Directories list Boland Trucking Co. trucking terminal at this location in the 1960s and Tighe Draying Co. in the 1970s to mid-1980s. Expo Tech, Mana, R & B's Big Adventure, and Quake Proof have been tenants in this building, which has also been vacant several times during the past fifteen years.

This building possesses integrity of location, design, workmanship, materials, association, and setting. The historic relationship to the building at 550 18th Street is still evident in the design and materials of the parapet on the eastern (rear) façade. The 3rd Street façade was altered in 1961 when one roll-up steel door was infilled with concrete block and steel sash windows, but the change has not compromised the ability to read the original use and design of the building. The lack of oil tanks, however, has compromised this building's integrity of feeling.

This building may become eligible for listing in the National Register when more historical or architectural research is performed. 2075 3rd Street retains contextual significance as it relates to the development of the small oil industry near the intersection of 3rd and 18th Streets in the Central Waterfront area. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

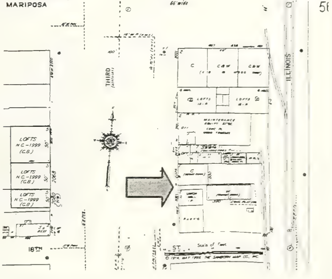
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permits #190208, 254492

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #__________
HRI #__________
Trinomial__________
NRHP Status Code__________
Other Listings__________
Review Code______ Reviewer______ Date______

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2065 3rd Street

P1. Other Identifier: 11

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2065 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3994 Lot: 1B

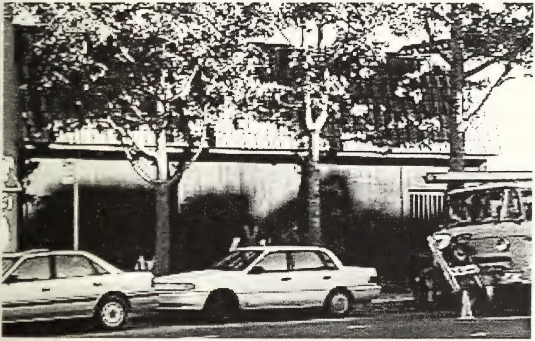
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story commercial building has vertical wood siding and a terra cotta shingled canted parapet. The only aperture of the unornamented façade is a recessed entrance on the southern end, enclosed by a metal gate. The entire façade is altered from the original c. 1920's.

***P3b. Resource Attributes:** (list attributes and codes) HP6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View east from 3rd Street
11-16-2000

***P6. Date Constructed/Sources:**
1926 – Building Permit
1950 – Building Permit; additions

***P7. Owner and Address:**
Theodore H. Balliet
2134 Monticello Road
Napa, CA 94558

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #151344; Building Permit #128849

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
*NRHP Status Code 6Z1

*Resource Name or # 2065 3rd Street

B1. Historic name: Crescent Oil Co.
B2. Common name: Crescent Pacific Oil Co.
B3. Original Use: Garage, office, and oil storage
B4. Present use: Office space
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Garage and office built in 1926. In 1940, the firewall was extended upwards. Front of building stuccoed in 1941. Office space added in 1950. Walled storage area (26' by 30') roofed, and open deck adjacent to office enclosed in 1961. Front roof reroofed in 1992.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

According to the 1900 Sanborn Map, this block was mostly undeveloped except for rail tracks along Illinois Street and a saloon and dwelling on the corner of 18th and 3rd Streets. The southern half of the block was completely vacant in 1915 and 1919 except for rail tracks. In 1926, a building permit application for a garage and office was filed by Otto E. and Anna DeBold *(DelBold?)* for Crescent Oil Co. The water record states that the tap was installed on September 18, 1926 for Anna DelBold*(?)* of Crescent Oil Co. According to the City Directory, by 1939, Crescent Oil Co. had become Crescent Pacific Oil Co., dealers of oil and lubricants. Charles Dallerup and Joseph H. Garner were both associated with the company in 1939, and J. S. Rising was listed as the president in the 1948 City Directory. Crescent Pacific Oil Co. continued to occupy this space until approximately 1960 when Balliet Brothers, a construction company, moved into the building and remained there until the late 1980s.

The current building retains almost no integrity of design, workmanship, materials, association, setting, or feeling compared to the original building from 1926 because of many major alterations listed above, particularly the 1950 addition.

2065 3rd Street retains contextual significance as it relates to the development of small oil companies near the intersection of 3rd and 18th Streets in the Central Waterfront area. This building is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance. It also would not be a likely contributor to a potential district because the present building provides almost no connection to the design or use during the period of significance.

This building does not appear to be eligible to the California register.

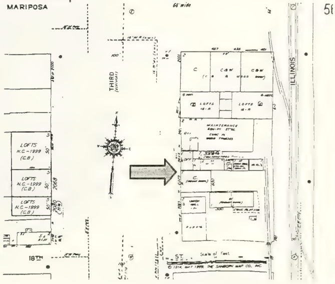
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permits #151344, 56053, 62900, 128849, 254793, 9203275

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 2051 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-04-2001 ☒ Continuation ☐ Update

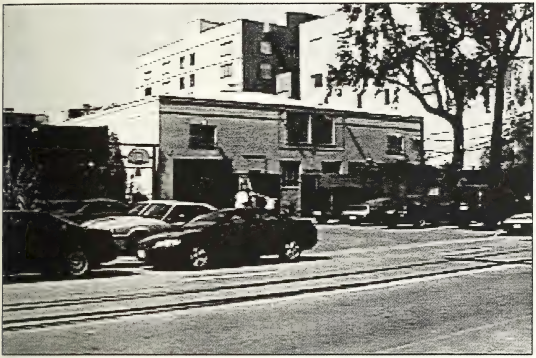


Photo 2. View from Illinois Street looking west.

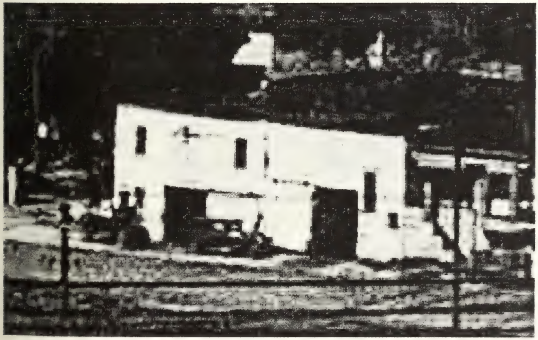


Photo 3. View of 3rd Street facade from Potrero Hill looking East c. 1925-1929.
Photo Courtesy of Potrero Hill Archives Project.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3
***NRHP Status Code** 5S3

***Resource Name or #** 2051 3rd Street

B1. Historic name: Vincent Morabito Building
B2. Common name: None
B3. Original Use: Office and ship service materials storage warehouse
B4. Present use: Office space
***B5. Architectural Style:** Commercial Vernacular
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Office portion (16' by 25') built in 1927. Office building moved back on lot for street widening and new driveway installed in 1941. Second story office room added to existing single-story building in 1942. Frame storage warehouse on eastern part of lot built in 1943. One room added to second story of 3rd Street façade in 1946. Eastern façade altered (northern roll-up-steel door infilled with cement and a new window, southern roll-up-steel door infilled with glass block and southern pedestrian door widened) and awnings added to second story windows in 1987. Four aluminum windows installed in existing wood frames in office in 1989.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:** None

B9a. Architect: E. H. Denke, 1942 and 1943; Robert Denke, 1946
b. Builder: Day Work, contractor in 1942; Carlsan & Franz, contractor 1943 and 1946

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial/Commercial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

According to the 1900 Sanborn Map, this block was mostly undeveloped except for rail tracks along Illinois Street and a saloon and dwelling on the corner of 18th and 3rd Streets. The southern half of the block was completely vacant in 1915 except for rail tracks. The current building began as a small office (16' by 25') that was constructed in 1927 for Vincent Morabito. The building took its current shape during the 1940s when several additions occurred, most notably, the warehouse that fronts Illinois Street. The 1939 City Directory lists Vincent Martin, ship cleaner, at 2051 3rd Street. Martin Ship Service Co. is listed at this address in City Directories from 1948-1980. This building retains little integrity of design, workmanship, materials, association, and feeling to its original 1927 form. However, it does retain integrity of location, design, workmanship, materials, association, setting, and feeling to the 1943 addition.

The property is ineligible for the National Register but of local interest. This property is not eligible for separate listing in the National Register or designation under local ordinances but is eligible for special consideration in local planning.

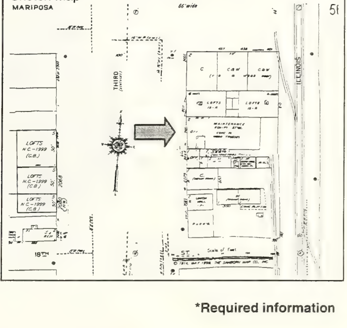
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Building Permits #163885, #63131, #70044, #73098, #88956, #8706354, #8710083

B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:** July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2092 3rd Street

P1. Other Identifier: 13; 608 18th Street

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2092 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 3995 Lot: 7

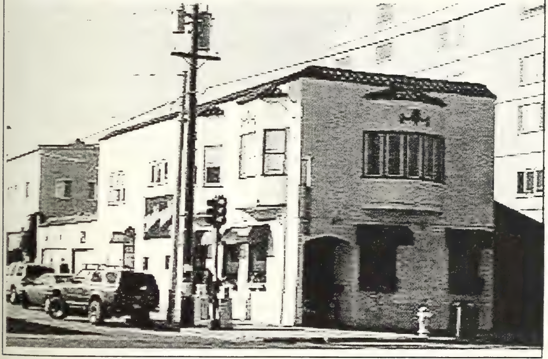
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, freestanding, wood frame building has a residential unit over a ground floor commercial unit (restaurant) and is located at the corner of 3rd and 18th Streets. The two street façades are covered in stucco; the northern and western elevations clad with wood shiplap siding. At the rear of the lot along 18th Street is an attached three-car garage, formerly a detached two-car garage, with the third garage making the connection to the main building. A one-story shed used as a dining area has been added to the northern side of the building. Many windows and doors are modern replacements. A canted parapet with red terra cotta tiles is located along the 3rd Street and 18th Street façades including the garages. The main decorative element of the 3rd Street façade is a second-story rounded bay window containing five casement windows, ornamented with a plaster cartouche. The ground floor features an arched recess entryway to a single door with sidelight and transom, two fixed windows with wooden sills, fabric awnings and flower boxes. Slight variations of these three elements appear on the eastern end of the 18th Street façade in two regular bay windows, an ogee arch entryway, and fixed ground floor windows. A projecting sign at the corner and a flat sign near the 18th Street entrance identify the restaurant.

***P3b. Resource Attributes:** (list attributes and codes) HP2 Single Family property HP6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View west from 3rd Street.
11-16-2000

***P6. Date Constructed/Sources:**
1889 – Water Tap Record
new façade 1937- Building Permit
1937 – garage: Building Permit

***P7. Owner and Address:**
Raymond and Kazuko Akashi
600 18th Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water Tap Record #47087; change façade – Building Permit #31364; garage – Building Permit #31439

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

DPR 523A (1/95) *Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 4D2

***Resource Name or #** 2092 3rd Street

B1. Historic name: Jacob Knoblock Building
B2. Common name: Moshi Moshi
B3. Original Use: Saloon and two family dwelling upstairs B4. Present use: Restaurant and dwelling
***B5. Architectural Style:** Spanish Eclectic
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Water Tap connection February 15, 1889. Shed (10' by 25') constructed in rear in 1912. Shed (10' by 18') attached to store on one side in 1917. Old storefront changed to cigar stand in 1922. Addition to rear of building, façade stuccoed, and new separate garage built in 1937.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial/Residential **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The earliest documentation of this building is Water Service Record #47521 for Jacob Knoblock dated February 15, 1889. It lists both 2092 3rd Street and 608 18th Street at this address, and states that the first floor was a saloon and that the second floor was a two-family dwelling. The 1900, 1915, and 1919 Sanborn Maps also show that this building continued to be used as a saloon (2092 3rd Street) and that it also housed a store (608 18th Street). City Directories from 1907 to 1921 list Charles J. Knoblock, hardware, at 608 18th Street, and a building permit from 1912 notes him as the owner of 2092 3rd Street. A building permit from 1922 states that Frank Bragozia had the storefront changed to a cigar stand and according to a permit from 1926, Edith Aimo used 2092 3rd Street as a dining room. In 1935, this building was used as a café and the name, Transfer Corner, appears on the permit. The 1939 City Directory lists Mrs. Edith Aimo, liquors, at 2092 3rd with a residence at 608 18th and Nino (Edith) Aimo, bartender, also living at 608 18th Street. By 1944, the Francis Bracken restaurant was located here and remained until after 1948. According to City Directories, One for the Road Club tavern was located at 2092 3rd Street by 1955 and remained until 1975. The Barnacle tavern occupied this building from 1975 to 1984 and the present restaurant; Moshi Moshi, has been the occupant since that time.

This building possesses integrity of location, design, workmanship, association, setting, and feeling.

This resource contributes to a potential National Register historic district under Criteria A; and as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. This building may become eligible for listing in the National Register when more historical or architectural research is performed. This property has been individually evaluated as potentially eligible for the California Register.

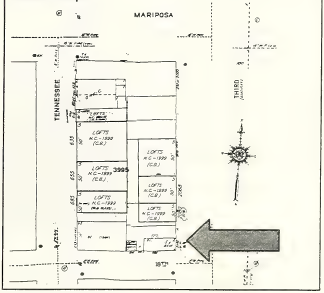
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Water Service Record #47521; Building Permits #45979, #19859, #106953, #31364 and #31439,

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comment)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 603 Tennessee Street

P1. Other Identifier: 14; 605 Tennessee Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 603 Tennessee Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3995 Lot: 15

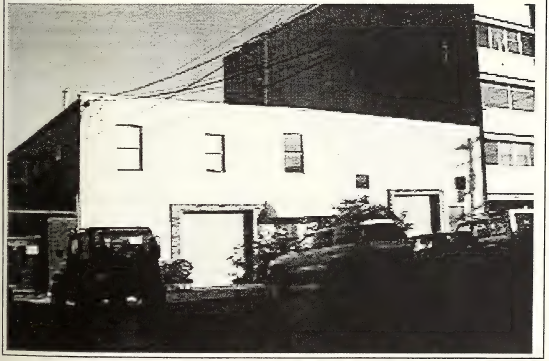
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, semi-attached, stuccoed warehouse has an irregular composition suggesting that two buildings were unified into a single structure. A brick veneer has been applied to the base of the building that continues around the openings of two steel loading doors. The vacant adjoining lot opens abuts a façade on Mariposa Street (north) that contains windows of various sizes and composition. Sheets of scrap metal used as siding material cover this elevation.

***P3b. Resource Attributes:** (list attributes and codes) HP6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View on Tennessee Street looking east.
11-16-2000

***P6. Date Constructed/Sources:**
1900 – Water Service Record

***P7. Owner and Address:**
Donald R. Johnson and Family 199
% Donald R. Johnson
261 Elder Avenue
Millbrae, CA 94030

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water Service Record #80826, July 28, 1900

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 5S3

***Resource Name or #** 603 Tennessee Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Unknown
B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Water connection installed on July 28, 1900.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1900 Sanborn Map shows that this parcel was undeveloped on a block that included many dwellings, flats, stores, and saloons. A water connection tap was installed on July 28, 1900 for J. Knobloch. The tap provided water service to a stable for a drayman with two stores, one water closet, and fifty-two stalls for forty horses. A wagon shed (demolished) was constructed to the north of the stable in 1907 for W. H. Nolan, president of Nolan Drayage and Warehouse Co. at 658 Folsom Street. The 1915 Sanborn Map shows this building and the attached wagon shed, but does not list the primary use. The 1919 Sanborn Map shows this building and attached shed were used for boat storage. A water connection record from May 4, 1934 states this building was used as a warehouse. A variety of businesses are listed at this address on the 1947 land use map including: laundry tray manufacturing, Robert M Johnson & Son Metal, Woodworking Factory, and Sourdough Jacks Country Kitchen.

The Tennessee Street façade has been heavily altered and has little integrity of design, workmanship, materials, and association. The immediate surrounding area bears no resemblance to the environment in which this building existed during the period of significance, which therefore produces a loss of integrity of setting and feeling. This building possesses integrity of location.

This resource is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance but is eligible for special consideration in local planning. Property has lost too much integrity to be considered a contributor to a potential National Register district.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

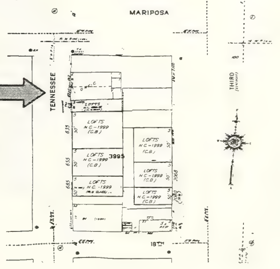
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________
HRI #________
Trinomial________
NRHP Status Code________
Other Listings________
Review Code________ **Reviewer**________ **Date**________

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 670-674 Tennessee Street

P1. Other Identifier: 15; 670-672 Tennessee Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 670-674 Tennessee Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3996 Lot: 4

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

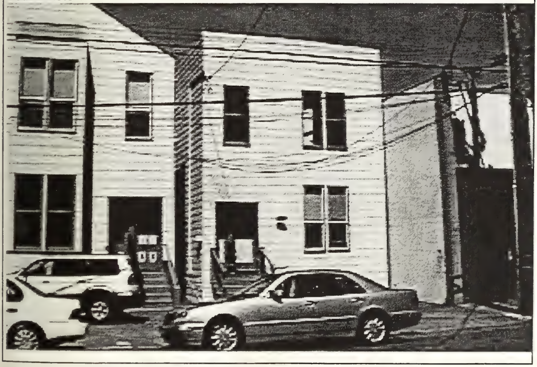
This two-story, over a basement wood frame, two flat, residential building has shiplap siding on the lateral walls and replacement siding on the front façade. The first story features a pair of vinyl windows with wooden sills and steps that lead to a recessed entryway with two single wooden doors with lights on the door. A wooden garage door at the basement level is located beneath the paired windows (photo 2). The second story features a single and a pair of double-hung, wood windows with wooden sills. A pop-out at the second story of this building abuts the building on the adjacent lot to the south. A plain parapet protects the flat roof.

A small detached, wood-frame cottage with gabled roof and shiplap siding is located in the rear yard behind a decorative iron gate. It is barely visible from the street. (See photo 3.)

***P3b. Resource Attributes:** (list attributes and codes) HP 3 Multiple Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from Tennessee Street looking west.
05-21-2001

***P6. Date Constructed/Age and Sources:** ☒historic
c.1884 – Water Service Record (both buildings)

***P7. Owner and Address:**
Mary V. Angeli
676 Tennessee Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water Service Record, August 14, 1884

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ____
HRI # ____
Trinomial ____

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 670-674 Tennessee Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

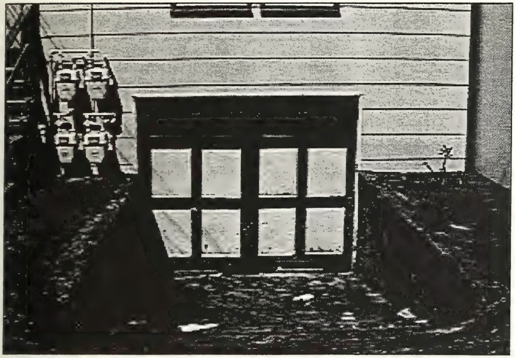


Photo 2. View of garage door from Tennessee Street looking west.

Photo 3. Cottage in the rear yard.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3
***NRHP Status Code** 5N
***Resource Name or #** 670-674 Tennessee Street

B1. Historic name: Frank Lester Buildings
B2. Common name: Unknown
B3. Original Use: Dwellings
B4. Present use: Dwellings
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Front building and rear cottage constructed 1884. Gable removed from front building and garage added before 1945. Both buildings clad in asbestos cement shingles in 1942. Ground floor windows on front building changed to vinyl c. 2000.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:**

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Frank Lester buildings at 670-674 and 674-676, 680-682 Tennessee Street were constructed in 1884 for Frank Lester who resided at 632 ½ (676 current house number) Tennessee. The Water Department records indicate that Lester had four buildings – three, two-story buildings at 1150, 950 and 850 square feet, respectively. The fourth building has only one story and is approximately 650 square feet. This block, originally part of the Dogpatch residential neighborhood with residential buildings on all lots in 1915, had by the mid-twentieth century been rezoned for industrial uses. By 1960, the only residential buildings left on the block were the Frank Lester buildings and 694 Tennessee/ 700 18th Street on the corner. Sometime before 1935, the Frank Lester buildings were sold to August and Stella Angeli, whose decedents still own the properties.

These buildings retain a degree of integrity of location and association from original date of construction and integrity of design, setting, materials, workmanship and feeling from alterations post 1942.

This property is ineligible for the National Register of Historic Places. It has experienced significant changes but should be given consideration in local planning.

B11. Additional Resource Attributes: (List attributes and codes)

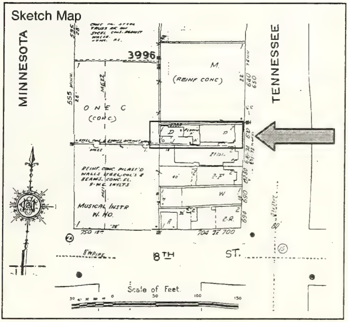
***B12. References:**
Water Department Records 670-672 Tennessee, Formerly 630-634 Tennessee. Crocker-Langly San Francisco Directory, 1907. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940. Block Books 1935, 1946, 1965, current.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 674-676, 680-682 Tennessee Street

P1. Other Identifier: 16
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 674-676 and 680-682 Tennessee Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3996 Lot: 5

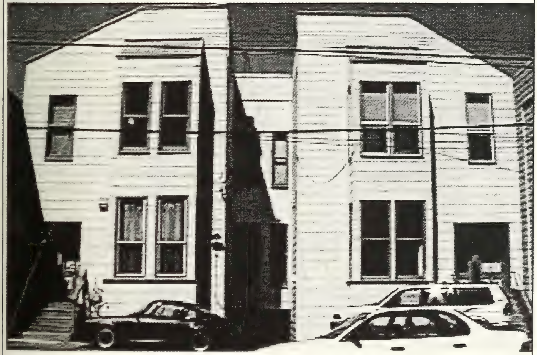
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

These two, two-story, wood-frame symmetrical buildings contain two flats each. The building at 674-676 Tennessee is located on the northern and 680-682 Tennessee is located on the southern portion of the lot. They abut each other at the first and second stories suspended over a shared open basement-level that is set back from the façade. A driveway ending at a wall with a single door runs into the basement level. The street façades contain a recessed entry accessed by several stairs and featuring transoms over two, wood-paneled six-light sash doors. A single window is located on the second story, above each entry recess. Two story square bays with paired windows and lateral windows and small shed roofs project from the façades of each building. Both Tennessee Street façades are covered in modern wood siding and the outer lateral walls are faced with wooden shiplap siding. The eastern wall within the recess contains a double-hung window for each building at each story, the windows on the northern building being narrower than on the southern building. The siding covering the upper, inner lateral walls (parapet) are a different material and are laid in a different pattern than the remainder of the lateral walls. The northern building is connected to the building on the adjacent lot by a square bay at the second story. Both gabled roofs are protected by a plain parapet, which has been cut down to the roof pitch on the outer sides. A single brick chimney is visible on each building.

***P3b. Resource Attributes:** (list attributes and codes) HP 3 Multiple Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Tennessee Street looking west.
05-21-2001

***P6. Date Constructed/Age and Sources:** ☒historic
c.1884 – Water Service Record

***P7. Owner and Address:**
Mary V. Angeli
676 Tennessee Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5N

*Resource Name or # 674-676, 680-682 Tennessee Street

B1. Historic name: Frank Lester Buildings
B2. Common name: Unknown
B3. Original Use: Dwellings
B4. Present use: Dwellings
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Constructed in 1884. Both buildings clad in asbestos cement shingles 1942. Parapets partially removed by 1948. Vinyl replacement windows on first floor of 680-682 and second floor of 674-676, c. 2000.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** none

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Residential **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Frank Lester buildings at 670-674 and 674-676, 680-682 Tennessee Street were constructed in 1884 for Frank Lester who resided at 632 ½ (676 current house number) Tennessee. The Water Department records indicate that Lester had four buildings – three, two-story buildings at 1150, 950 and 850 square feet, respectively. The fourth building has only one story and is approximately 650 square feet. This block, originally part of the Dogpatch residential neighborhood with residential buildings on all lots in 1915, had by the mid-twentieth century been rezoned for industrial uses. By 1960, the only residential buildings left on the block were the Frank Lester buildings and 694 Tennessee/ 700 18th Street on the corner. Sometime before 1935, the Frank Lester buildings were sold to August and Stella Angeli, whose decedents still own the properties.

These buildings retain a degree of integrity of location and association from original date of construction and integrity of design, setting, materials, workmanship and feeling from alterations post 1942.

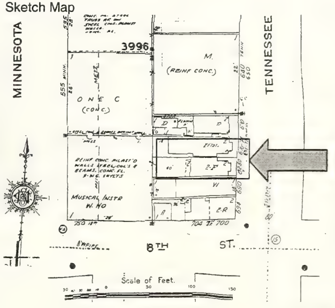
This property is ineligible for the National Register of Historic Places. It has experienced significant changes but should be given consideration in local planning.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Water Department Records 670-672 Tennessee, Formerly 630-634 Tennessee. Crocker-Langly San Francisco Directory, 1907. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940. Block Books 1935, 1946, 1965, current.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________
HRI #________
Trinomial________
NRHP Status Code________
Other Listings________
Review Code________ Reviewer________ Date________

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 690 Tennessee Street

P1. Other Identifier: 17
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 690 Tennessee Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3996 Lot: 6

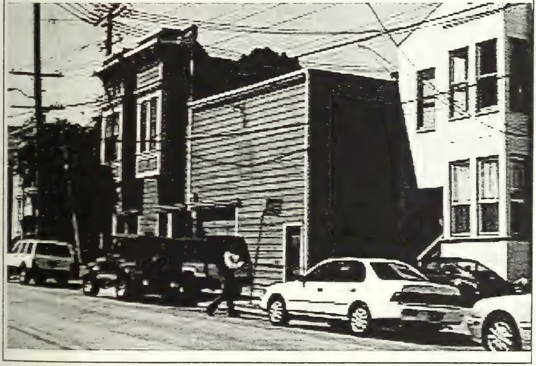
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, wood-frame building has walls faced with shiplap siding. The plain façade features a roll-up, wooden-paneled garage door and a single pedestrian door. Wood trim outlines the perimeter of the façade and door openings. A simple molding lines the parapet.

***P3b. Resource Attributes:** (list attributes and codes) HP 4 Ancillary Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Tennessee Street looking west.
05-21-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1949 – Assessor's Record

***P7. Owner and Address:**
Morris & Ruth S. Kadish 1988
% Morris Kadish
145 Delmar Street
San Francisco, CA 94117

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") none

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________
HRI#____________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 5S3

***Resource Name or #** 690 Tennessee Street

B1. Historic name: Landini Building
B2. Common name: Unknown
B3. Original Use: Workshop
B4. Present use: Unknnown
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1949.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** none

B9a. Architect: (Draftsman) L.A. Blicker
b. Builder: Joseph F. Landini (owner)
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Built in 1949 as a workshop by Joseph F. Landini, an engineer who lived in the western part of San Francisco. Detailed to resemble 694 Tennessee/ 700 18th Street.

This property is ineligible for the National Register but of local interest. It is also not eligible for designation under local ordinances but is eligible for special consideration in local planning.

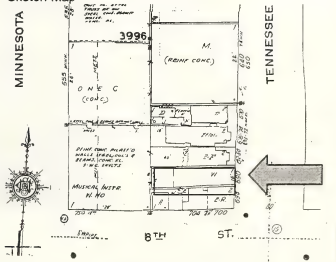
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940. Block Books 1935, 1946, 1965, current.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 4 **Resource name(s) or number**(assigned by recorder) 501-555 Minnesota Street

P1. Other Identifier: 18; 750, 798 18th Street; 645 Mariposa Street
*__P2. Location:__ ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 535-555 Minnesota Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3996 Lots: 15/18

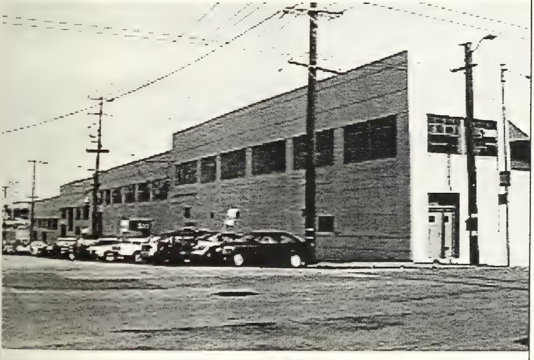
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Four segments comprise this single-story, reinforced concrete warehouse that houses multiple businesses. It covers the western half of the block and has its northern façade on Mariposa Street, its western façade on Minnesota Street and its southern façade on 18th Street. The building segments are stepped to follow the street grade. There are 22 bays on the western façade and six on the southern façade, with each bay generally featuring two four-by-four steel sash, awning windows above two panels of eight vertical-by-four horizontal fixed, opaque panes. Two stringcourses consisting of a recessed groove are located above the windows and three are located near the ground level. The western façade contains four roll-up steel doors and four pedestrian doors. The southern façade contains one roll-up-steel door and two pedestrian doors -- one with a transom. The articulation of the northern façade is slightly different. Equal in width to the southern façade, the northern façade features three wider bays instead of six regular bays. The window composition is similar, but almost all panes are transparent on the northern façade. There are two pedestrian doors and one roll-up steel door on this façade.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from Minnesota and 18th Streets looking northeast
February, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1947-1948 – Assessor's Record

***P7. Owner and Address:**
The Brady Family Trust
% Marcella B. Brady
45 San Anselmo Way
San Francisco, CA 94127 **and**
Sakhuja, Sanjay & Woods Sak
645 Mariposa St. and 150 Spear St.
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
none

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 **of** 4 **Resource Name or #** (Assigned by recorder) 501-555 Minnesota Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

Continued: [P5a. Photo]

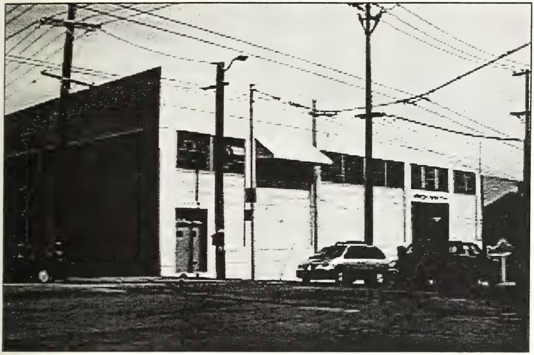


Photo 2. View from Minnesota and 18th Streets looking northeast.

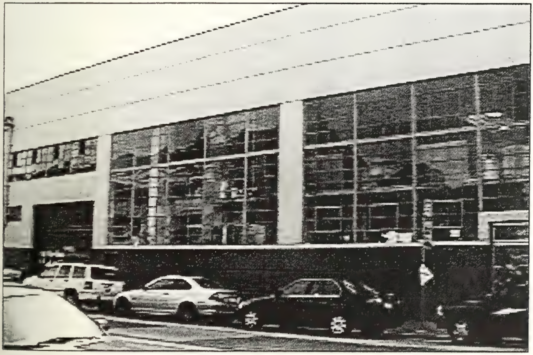


Photo 3. View from Mariposa Street looking southeast.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 4
***NRHP Status Code** 4D2
***Resource Name or #** 501-555 Minnesota Street

B1. Historic name: Wesco Machinery Manufacturing Co. (750 18th Street, 555 & 535 Minnesota); Illinois Baking Co. (501 Minnesota).
B2. Common name: None
B3. Original Use: Machine shop, truck sales and service (750 18th Street, 555 & 535 Minnesota); bakery and sales (501 Minnesota).
B4. Present use: Manufacturing, packing and distribution.
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Building Permit dated June 1947—Present 100' by 100' building constructed on corner of 18th and Minnesota Streets (750 18th Street—Corner of Minnesota and 18th Streets).
Building Permit dated November 1947—Present 100' by 100' building added to northern elevation of June 1947 building (555 Minnesota).
Building Permit dated January 1948—Present 75' by 100' building added to northern elevation of November 1947 building (535 Minnesota).
Building Permit dated July 1948—Present 100' by 125' building added to northern elevation of January 1948 building (501 Minnesota).
***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None
B9a. Architect: Henry L. Marchand, engineer b. Builder: Frank W. Brady (owner), contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 Sanborn Map shows a row of one-story dwellings fronting Minnesota Street and a vacant lot occupying the northeast corner of Minnesota and 18th Streets. By 1920, eight of the twelve dwellings had been demolished and a stable was built at the northeast corner of Minnesota and 18th Streets. The remaining four houses were demolished by 1947 when Frank Brady, a local contractor, began building manufacturing warehouses on the rectangular lot that encompasses the western half of Assessor's Block 3996. Mr. Brady built four manufacturing warehouses between 1947 and 1948. Building permits indicate that the first building on the northeast corner of Minnesota and 18th Streets was constructed for the Wesco Machinery Manufacturing Co. The second building, built directly to the north of the first building, was constructed for truck sales and service. The third building, built directly to the north of the second building, was also constructed for truck sales and service. The fourth building, built directly to the north of the third building, was constructed for a bakery and sales. The 1948-49 and the 1955-56 City Directories and the Planning Department's land use maps from the same time period show that these buildings were used for a variety of industrial uses including: conveyor manufacturing, bakery, coffee factory, and General Electric Company's Distribution Assemblies Department and Trumbull Components Department. Today, the buildings are occupied by a variety of companies.

B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial Building

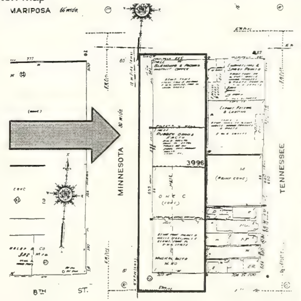
***B12. References:**
Building Permits #97974, #101969, #103859, #109248
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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Primary # ________
HRI # ________
Trinomial ________

Page 4 **of** 4 **Resource Name or #** (Assigned by recorder)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

***B10 (cont)**

These buildings maintain a high degree of integrity as the present buildings match the appearance shown in the original building permits. The large square, multi-lite windows have been modified with much of the windowpanes being made opaque through painting. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at the local level under Criteria A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This building may become eligible for listing in the National Register when more historical or architectural research is performed. This property has been individually evaluated as potentially eligible for the California Register.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 590 Minnesota Street

P1. Other Identifier: 19

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 590 Minnesota Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 3997 Lot: 3

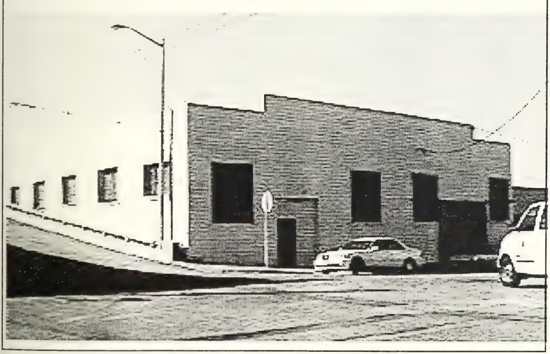
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A single-story, freestanding, wood frame warehouse with wooden shiplap siding. The building is composed of two parallel gabled sheds unified behind a single wooden stepped parapet without ornament. The façade is arranged symmetrically with four steel sash awning windows in wood frames and two loading docks; the first dock infilled for a pedestrian door.

***P3b. Resource Attributes:** (list attributes and codes) HP6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date) View northwest from Minnesota Street. 1-23-2001

***P6. Date Constructed/Sources:** c.1929 Water Dept. Records

***P7. Owner and Address:**
Lp Enage
590 Minnesota St.
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:** Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
none

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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Primary #
HRI #
Trinomial

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 590 Minnesota Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 12-19-2000 ☒ Continuation ☐ Update

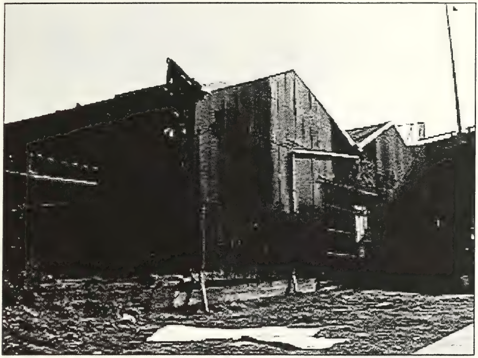


Photo 2. View southwest from Indiana Street.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #________________
HRI#________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 3

***NRHP Status Code** 5S3

***Resource Name or #** 590 Minnesota Street

B1. Historic name: California Canneries Company
B2. Common name: California Bag Company
B3. Original Use: Cannery B4. Present use: Warehouse
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
1920-1929—Neither building permit records nor Sanborn Maps indicate the exact date of construction for the present building at 590 Minnesota. The Water Department's records show a water connection date of May 6, 1929.
1969—Present building at 566 Minnesota constructed.
1972—Building permit issued for repair to the exterior of the warehouse located at 590 Minnesota.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:**
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 Sanborn shows a largely vacant corner lot, with just a small auto garage facing Indiana. The 1920 Sanborn Map continues to show a vacant corner lot at 18th and Minnesota Streets, but there are two sheds that front 18th Street on the corner of 18th and Indiana and two one-story dwellings towards the center of the block that front Minnesota. A 1926 building permit indicates that a 50' by 76' building was constructed at 566 Minnesota Street. These buildings have, however, since been demolished. The present building located towards the center of the block -- 566 Minnesota -- was constructed in 1969. It is also now listed under lot 4 of Assessor's Block 3997. The building at the corner of Minnesota and 18th Streets -- 590 Minnesota -- was constructed sometime between 1920 and 1929.

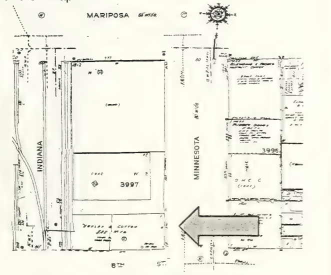
City Directories for 1948-1949 and 1955-1956 show that an earlier and now demolished building at 566 Minnesota Street was a shop that provided contractors' equipment and was owned by the George M. Philpott Company, Inc. A c.1969 building stands today in its place. The Water Department's records indicate that the use at the time of water connection for 590 Minnesota Street was a cannery, specifically the California Canneries Company. The use had changed by 1942 when the same department's inspection records show the building as a warehouse for the California Bag Company. City Directories for 1948-1949 and 1955-1956 show that 590 Minnesota Street was home to the California Bag Company, wholesalers of twine, cotton and burlap bags. The 1998 Sanborn Map continues to label this site as a burlap and cotton bag manufacturer.

This property is ineligible for the National Register but of local interest. This property is not eligible for separate listing in the National Register or designation under local ordinances but is eligible for special consideration in local planning.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
BPA 151119, BPA 411879, and Water Department Water Connection Record #120381
B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 580-598 Indiana Street

P1. Other Identifier: 20
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 570-580 Indiana Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 3998 Lots: 17 and 18

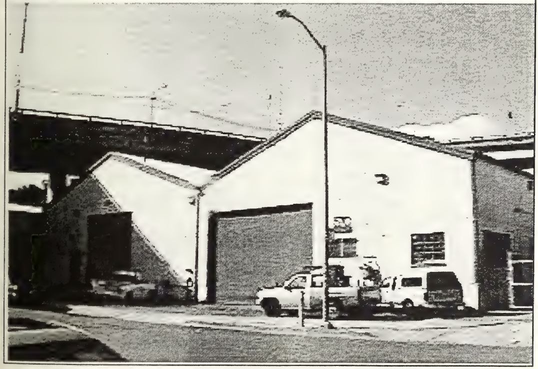
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A single story, steel frame industrial building with corrugated metal siding and a double gabled roof. The building is framed in a steel fascia. The building's southern gable contains a centered roll-up steel loading dock and a pedestrian door to the south. The building's northern gable contains a large roll-up steel loading dock to the south, a small aluminum sash just off center and a steel sash to the north. The northern elevation contains a similar steel sash and a steel pedestrian door.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Indiana Street looking southwest.
02-14-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1946 – Building Permit

***P7. Owner and Address:**
Thomas & Lotta Sellers
570 Indiana Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 02-20-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permits #89325 and #90585

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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***NRHP Status Code** 4D2

***Resource Name or #** 580-598 Indiana Street

B1. Historic name: Firebrick Supply Co. Warehouse
B2. Common name: None
B3. Original Use: Warehouse and office
B4. Present use: Warehouse, offices, cabinet shop
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in two phases in 1946. 4' by 6' commercial dust collector installed to north of building in 1991.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: plans prepared by Soule Steel Co. Fabricating Division
b. Builder: M. J. King, Inc., contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 and 1919 Sanborn Maps show that this parcel was undeveloped. The 1935 Block book shows that Santa Fe Land Improvement Co. and the Atchison, Topeka & Santa Fe Rail Yard Co. owned this land. This building was constructed in 1946 for the Firebrick Supply Co. The firebrick manufacturers E. J. BARTELLS CO. and then AP GREEN REFRACTORIES INC. used it until the late 1980s. A building permit from 1991 indicates that this building was used as a warehouse, office and cabinet shop.

This property has been individually evaluated as potentially eligible for the California Register. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. This building may become eligible for listing in the National Register, under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history when more historical or architectural research is performed.

This warehouse is little altered and possesses integrity of location, design, workmanship, materials, association, setting, and feeling.

B11. Additional Resource Attributes: (List attributes and codes)

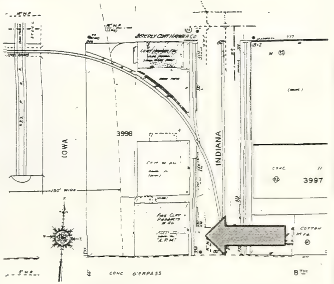
***B12. References:**
Building Permits #89325 and 90585, #9112960

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

(This space reserved for official comments.)

Sketch Map



***Date of Evaluation:**
July 20, 2001

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 4 **Resource name(s) or number**(assigned by recorder) California Canneries Co. Building

P1. Other Identifier: 21
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 600 – 602 Minnesota Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4042 Lot: 2

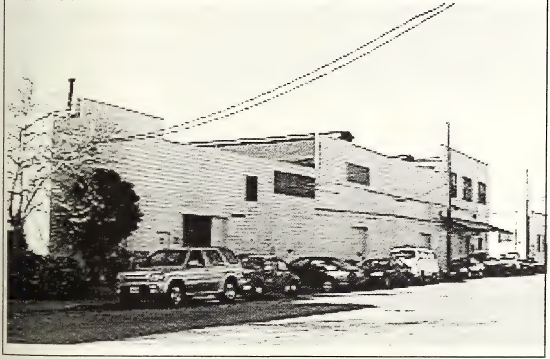
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A large and complex freestanding warehouse structure with wooden shiplap siding. The organic form of the building is a result of at least three phases of construction and many small alterations. The Minnesota Street façade shows three discrete segments: the first, rectangular; the second and third, intersecting "L" forms. The first segment (southern end) is one story with a flat roof and contains a loading door and two windows. The central section of the building is composed of two parallel gables in two stories unified behind a plain wooden parapet. There is a single window on the second floor and two loading doors on the first. Two belt courses about four feet apart run the length of this segment and continue across the third (northern) section. The wood siding between these courses differs from that of the rest of the façade indicating that a shed roof (now removed) extended from the building over the sidewalk. Above the parapet, two clerestory windows are visible. The third segment is also composed of two parallel gables in two stories unified behind a plain wooden parapet. The second floor contains three sets of triple, double-hung wooden two-over-two windows. A steel framed canopy extends the length of this segment. There is a loading door, a pedestrian door and a single window in this section. A secondary façade on 18th Street contains paired two-over-two wooden windows on the second floor and a band of like windows on the first floor.

***P3b. Resource Attributes:** (list attributes and codes) HP8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View along Minnesota Street
looking northwest.
11-29-2000

***P6. Date Constructed/Sources:**
c.1900 – Assessor's Record

***P7. Owner and Address:**
600 Minnesota Street Lp
One Ecker St. #333
San Francisco, CA 94105

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☒None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

*Required information

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HRI #
Trinomial

Page 2 **of** 4 **Resource Name or #** (Assigned by recorder) California Canneries Co. Building
***Recorded by** Planning Department – City and County of San Francisco ***Date** 12-19-2000 ☒ Continuation ☐ Update

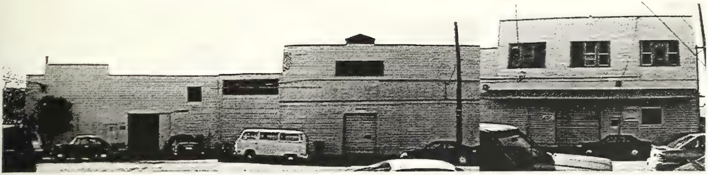


Photo 2. Minnesota Street Façade.

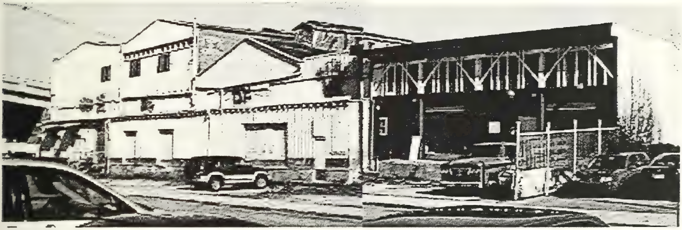


Photo 3. Indiana Street Façade.

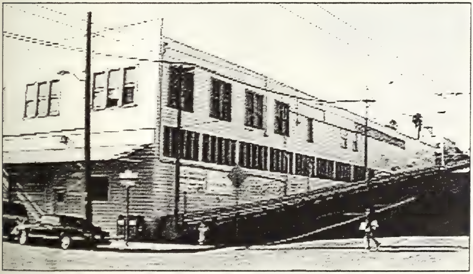


Photo 4. View southwest from 18th and Minnesota streets of 18th Street façade.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 4

***NRHP Status Code** 3D

***Resource Name or #** California Canneries Co. Building

B1. Historic name: California Canneries Co. Building
B2. Common name: None
B3. Original Use: Fruit cannery (by 1908)
B4. Present use: Wholesale grocer
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built c.1900. A roof built over driveway -1908. Roof raised in center of building and offices built - 1912. Wood floor replaced with concrete - 1918 and 1919. Roof raised and loft extended - 1919. Wood frame addition - 1919. A second story, a new roof, wood floors replaced with concrete, and skylights - 1919 and 1920. Second story partly removed 1966.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None
B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This building, originally a cannery for the California Canneries, appears to have been built sometime before 1900. San Francisco building permits do not exist before 1906 and the Water Department records are incomplete for this location. The first building permit still on record dates from 1908. It describes a roof and latticework being built over the driveway to protect the fruit from the sun at the cannery. The cannery grew in size and production throughout the early 20th century. This building, the heart of the cannery complex was first extended upon this lot; it then acquired property across 18th Street formerly occupied by the American Bag Co. Its last expansion was across Minnesota Street to a steel warehouse building that was accessed by a walkway above the street (since removed). In 1948, the Grocers Wholesale Co. is also listed at the site with the cannery. California Canneries Co. occupied the building until at least 1963. The use continues to be listed as either a warehouse or a grocer warehouse through 1979. By 1993, the present and proposed use was listed as printing shop.

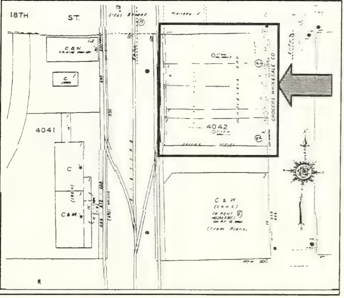
Food production and canneries in particular were an important industry in California, a major food production state for the nation. Agricultural products that could not be shipped fresh to markets were shipped to San Francisco and processed and then distributed by rail car to the rest of the country.

This building retains integrity with its location, pre-1920 design, setting, materials, association, and feeling of place. The building, although modified over many decades has retained its pre-1920 form and feeling as a fruit cannery, a use that was continuous over at least 60 years. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register. This building contributes to a potential National Register historic district as it relates to the development of the Central Waterfront as a mixed industrial and residential district, 1854 to 1948. The district is significant at the local level under Criteria A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as potentially eligible for the California Register for its identified use of a fruit cannery over a large period of time within the period of significance for the Central Waterfront area.

B11. Additional Resource Attributes: (List attributes and codes)
HP6 1-3 story commercial building
***B12. References:**
Building permit application #17016, 41267, 80583, 84408, 84824, 85085, 89685, 195744, 196176, 331214, 331957, 334956, 7900792, 9318888.
B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # __________
HRI # __________
Trinomial __________

Page 4 **of** 4 **Resource Name or #** (Assigned by recorder) California Canneries Co. Building
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

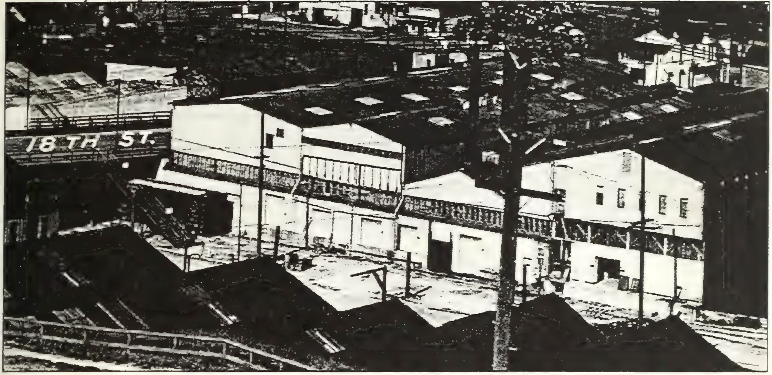


Photo 5. View East from Potrero Hill of Indiana Street façade c. 1925-1929. (courtesy of the Potrero Hill Archives Project). Compared to Photo 3, little has changed except for the removal of the second floor of the section furthest on the right and the boarding of the band of windows above the first floor. Note the boxcar on the left portion of the building.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________
HRI #________
Trinomial________
NRHP Status Code________
Other Listings________
Review Code____ **Reviewer**________ **Date**____

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 725 18th Street

P1. Other Identifier: 22

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 725 18th Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4043 Lot: 13

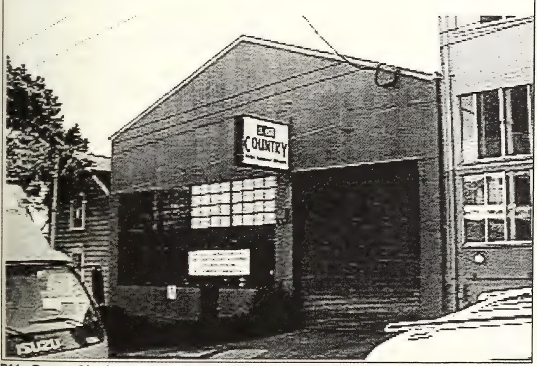
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, semi-attached commercial building is steel frame construction with painted galvanized metal panel walls. The two bay façade features a loading dock with a roll-up steel door and four steel sash awning windows with a layout of nine vertical by four horizontal lights per window. A pedestrian door is located below the windows and a projecting sign identifies the business as "J. Hill Country Rustic European Antiques." This building has a gabled roof with skylights.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 18th and Minnesota Streets looking southeast
11-29-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1946 – Building Permit

***P7. Owner and Address:**
Ronald J. & Grace C. Ruggiero
2206 Kenry Way
South San Francisco, CA 94080

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #86909

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 ***NRHP Status Code** 4D2

***Resource Name or #** 725 18th Street

B1. Historic name: E. G. Ruber & Son
B2. Common name: Unknown
B3. Original Use: Metal fabrication B4. Present use: Antique store
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1946. Aluminum roof replaced with galvanized corrugated iron in 1958. Aluminum façade replaced with corrugated steel in 1961.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** none

B9a. Architect: E. G. Ruber & Son, owner b. Builder: E. G. Ruber & Son, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 and 1919 Sanborn Maps show that this parcel was undeveloped. In the 1935 block book, Julia Collins is listed as the owner of the property. This building was constructed in 1946 for E. G. Ruber & Son, metal fabrication. E. G. Ruber & Son was at this location until 1973 when Donato's Body Shop moved into the building.

725 18th Street retains contextual significance as an example of small industry in the Central Waterfront area. It was originally clad in aluminum, an innovative siding technology for its time, yet its application could not have been successful as it was soon replaced with the more traditional corrugated steel siding. It may become eligible for listing in the National Register when more historical or architectural research is performed. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as ineligible for the California Register.

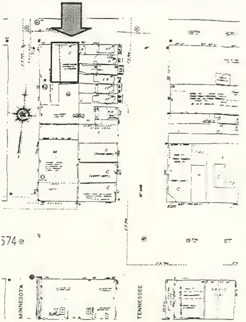
This property retains integrity of location, design, workmanship, setting, association and feeling. Loss of integrity of materials is inconsequential due to the replacement of one type of corrugated metal to another thus giving the same appearance.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95) *Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 695 Minnesota Street

P1. Other Identifier: 23

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date:** 1995

***c. Address** 695 Minnesota Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4043 Lot: 16

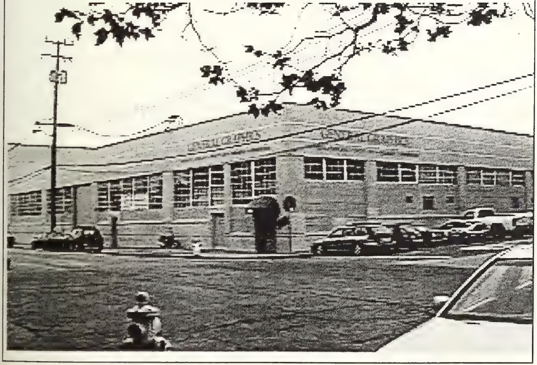
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This is a single story concrete industrial building at the corner of 19th and Minnesota Streets. The primary façade on Minnesota Street consists of eight bays, each containing either a mass of industrial sash or a vehicular door. Some of the bays also contain pedestrian doors, including the southern corner bay, which contains a double pedestrian door and a modern entrance canopy. The 19th Street façade contains four bays of industrial sash over a stepped concrete bade that rises with the grade to the east. The central bays are wider than the corner bays on both street frontages. A plain parapet with a double incised belt course circles the building above the windows. The roof is not visible from the street. The vast quantity of glazing is the building's most distinctive feature. Many of the lower level lights have been painted over.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 19th and Minnesota Streets looking northeast.
July 19, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1948 – Assessor's record.

***P7. Owner and Address:**
Brady Family Trust
% Frank Brady
45 San Anselmo Ave
San Francisco, CA 94127

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
July 19, 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
***NRHP Status Code** 5D1
***Resource Name or #** 695 Minnesota Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Warehouse
B4. Present use: Industrial Printing
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1948.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This building was constructed in 1948 to be a Hires Root Beer/ bottling warehouse. In 1958, it served as a Western Union warehouse. It currently contains an industrial printing business.

Small industry such as this was typical of the later development of the Central Waterfront. The industry did not rely on access to the water nor the rail lines for distribution of its goods; instead it relied on the emerging trucking industry.

This building retains contextual significance as an example of small industry in the Central Waterfront area. This resource is ineligible for the National Register but of local interest as a contributor to a local historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. This property has been individually evaluated as ineligible for the California Register.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

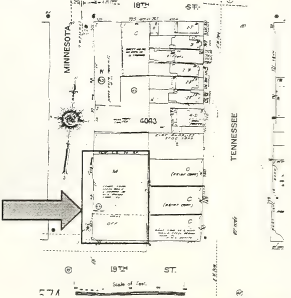
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)
*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 601-645 Minnesota Street

P1. Other Identifier: 24

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 601-645 Minnesota Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4043 Lot: 12A

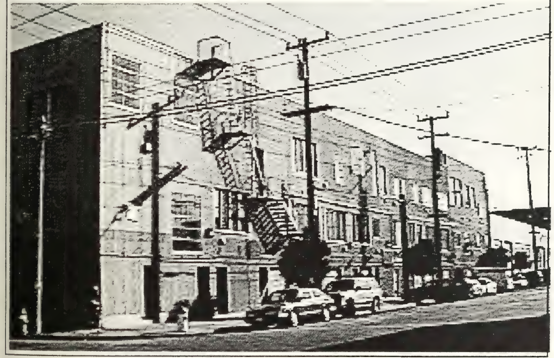
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A heavily altered (c. 1986, 1992) two part, three-story live/work building on the corner of Minnesota and 18th Streets. The exterior material is corrugated steel, with plywood as a secondary material used for the reveals of the pedestrian door recesses on the ground floor. Both multi-lite steel and sliding aluminum windows in varying sizes are placed irregularly on the façade. The ground floor is composed of both residential style overhead garage doors and metal pedestrian doors. There is a low, brick base on the 18th Street façade. Between the ground and second floors, several exposed metal pipe chases run horizontally -- acting as a visual stringcourse. A metal fire escape runs diagonally across the façade from the roof to the bottom of the second floor. The 18th Street façade contains aluminum sliding windows; three on the third level, two on the second, and one on the first.

***P3b. Resource Attributes:** (list attributes and codes) HP6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View southeast from 18th and Minnesota Streets.
11-29-2000

***P6. Date Constructed/Sources:**
1929 for 645 Minnesota and 1937 for 601 Minnesota– Assessor's Record

***P7. Owner and Address:**
William W. Newland
129 Bayview Avenue
Belvedere, CA 94920

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
none

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 6Z1

*Resource Name or # 601-645 Minnesota Street

B1. Historic name: California Canneries Co.

B2. Common name: None

B3. Original Use: Fruit cannery

B4. Present use: Live/work

***B5. Architectural Style:** Utilitarian

***B6. Construction History:** (Construction date, alterations, and date of alterations)

1929—Present building at 645 Minnesota constructed. This is the L-shaped portion of the existing complex. A "Howe-truss" bridge was constructed across Minnesota Street at a point 155 feet south of 18th Street.

1937—Present building at 601 Minnesota constructed. This is the corner portion of the existing building.

1987—Warehouse converted to artist studios. New windows and doors installed. Ten garage door openings installed.

1988—Bridge removed.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a

***B8. Related Features:** none

B9a. Architect: 1929 and 1937--Unknown

b. Builder: 1929—H. A. Klyce / 1937—W.H. Ellison, engineer

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront

Period of Significance 1854-1948 **Property Type** Mixed use **Applicable Criteria** None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 and 1920 Sanborn Maps show the site vacant and adjacent to a row of apartment houses. The apartment houses, each with two flats, stood to the eastern side of the block along Tennessee Street. Building permit records indicate that the present complex consists of two buildings: 645 Minnesota -- constructed in 1929 by the California Canneries Company; and 601 Minnesota -- constructed in 1937 by the Calbear Canneries Company. Both companies canned fruits and vegetables. By the late 1940s, a tire retreading company, Thompson Aircraft Tire Corporation, had replaced the canneries. The 1955-1956 City Directory and the Planning Department's 1947 land use map, with updates from 1948 through 1963, indicate that the tire retreading business was active at the site into the 1960s. The building was rehabilitated in the 1980s for use as artist studios.

Due to its lack of architectural integrity, this building is not architecturally or historically significant under the National Register criteria. This property does not appear to be eligible to the California Register. This resource would not contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential district, also due to its lack of architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Building Permits #176252, #177369, #27916, #8615628, #8706071, #8814790

B13. Remarks:

***B14. Evaluator:**

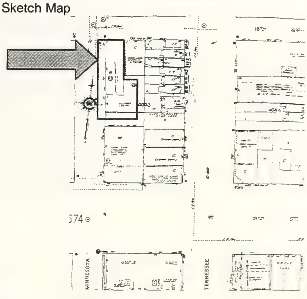
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**

July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
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Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 721 Tennessee Street

P1. Other Identifier: 25; 2100 3rd Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 721 Tennessee Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4044 Lot: 2

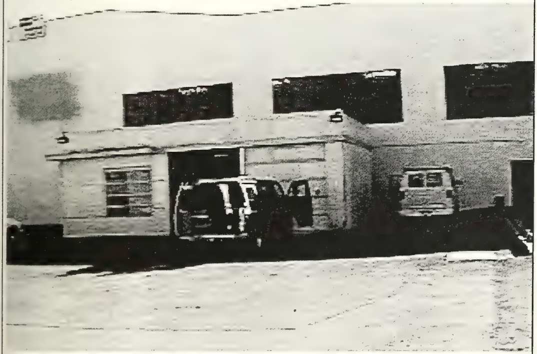
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story garage located in the interior of a paved lot has three exposed facades with the rear of the building attached to a building on an adjacent lot. There are three bays on the northern façade, which features two wooden garage doors and a large storefront window. A banded cornice protrudes from the building below a plain parapet.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 18th Street looking south.
February 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1952 – Building Permit

***P7. Owner and Address:**
Daphne Properties
179-27th Avenue
San Francisco, CA 94121

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #144650

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

***NRHP Status Code** 6Z1

***Resource Name or #** 721 Tennessee Street

B1. Historic name: Crescent Pacific Oil Co. Service Station
B2. Common name: None
B3. Original Use: Service station
B4. Present use: Industrial storage
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1952.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** 2065 3rd Street

B9a. Architect: Unknown
b. Builder: Robert Bardell, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1900 Sanborn Map shows that this portion of the block contained several saloons and flats. By 1915, three more buildings with stores and a restaurant were located on the northern portion of the block. This building was constructed in 1952 for the Crescent Pacific Oil Co., which also had a building at 2065 3rd Street.

This building retains integrity of location, design, workmanship, materials, and association. However, it lacks integrity of setting and feeling because of the removal of the gasoline pumps.

It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance and because it is not at least fifty years old.

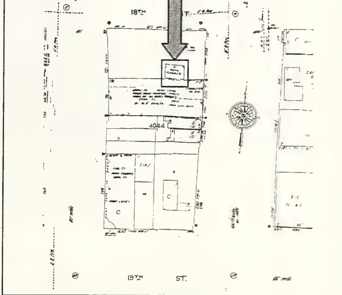
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2146-2148 3rd Street

P1. Other Identifier: 26
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2146-2148 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4044 Lot: 3

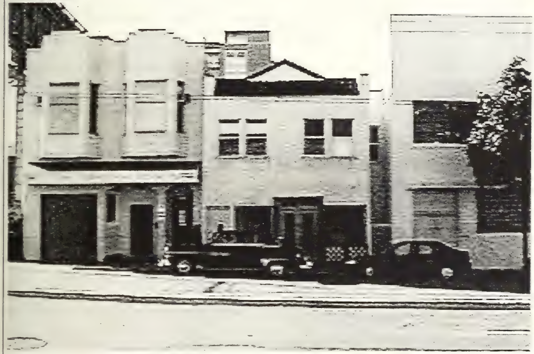
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, wood-frame building with a stucco façade has commercial space on the ground floor and a residential unit on the second floor. The original building has been significantly altered (c. 1945). The storefront features a decorative base of black and yellow tiles arranged in a checkerboard pattern and a recessed entryway flanked by two large aluminum windows in wood frames. The recess contains a double wood frame door with transom lights, fixed pane windows on the lateral walls, and a green and white tiled floor. To the right of the storefront, the building is set back to accommodate a metal bulkhead. The second story has coupled double-hung, one-over-one aluminum sash windows with wooden sills. The parapet is stepped at the ends and canted in the middle. Red terra cotta tiles cover the canted portion of the parapet and the gabled roof.

***P3b. Resource Attributes:** (list attributes and codes) HP2 Single Family Property; HP6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View looking west from 3rd Street.
11-16-2000

***P6. Date Constructed/Sources:**
Built c.1900 – 1900 Sanborn Map

***P7. Owner and Address:**
Roy E. and Lorraine J. Vinson
2146 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
none

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 4D2

*Resource Name or # 2146-2148 3rd Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Clothing Store
B4. Present use: Residence and vacant storefront
***B5. Architectural Style:** Eclectic with Spanish influences
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built c.1900. Single-story frame shack was built at the rear of the building in 1906. Ten feet were cut off the front of the building, a new storefront built and stuccoed, and new concrete retaining wall built in 1938. In 1946, interior remodeling took place including removal of a partition wall.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1900 Sanborn Map shows that this building contained an office. In 1906, a building permit was filed by James C. Hoskinson, carpenter, who according to the 1907 City Directory, resided at 1156 Kentucky Street. The 1915 and 1919 Sanborn Maps show that this building was a store and a water service record from 1915 states more specifically that it was a clothing store. Building permits from 1926 to 1938 list S. W. Ayoob, grocer, as the owner of these two flats and store. By 1946, a grocer named Aristide Ribolini is listed at 2146 3rd Street. The grocery store was named "Happy's Market" from the mid-1950s to the late 1960s. In 1963, a building permit was filed for a change of use from a grocery store and hotel to a grocery store and family residence. City Directories from the 1950s to the 1980s list various residential tenants or vacancies at 2148 3rd Street.

This building was heavily altered in 1938 when ten feet were cut off the front to accommodate the widening of 3rd Street. A new stucco façade and storefront resulted from this change. The building therefore possesses little integrity of design, materials, and workmanship. Furthermore, the loss of almost all other frame buildings on the block creates a loss of setting and feeling. This building does retain integrity of location and association.

This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.. This property has been individually evaluated as potentially eligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permits #5018, #38850

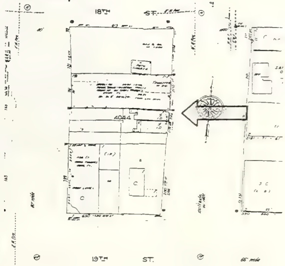
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2150-2152 3rd Street

P1. Other Identifier: 27

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2150-2152 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4044 Lot: 4

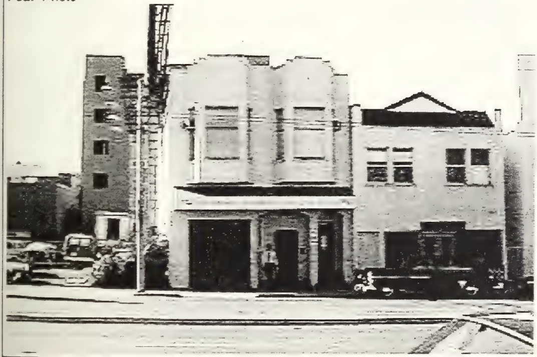
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, wood frame building with a stucco façade contains both residential and commercial units. The original building has been significantly altered (c. 1940). The roof is flat and has a parapet that steps toward the center of each bay. At the second story, there are two bay windows with double-hung, aluminum sash windows and small wooden sills. A wide base of painted flat terra cotta tiles runs along the ground level, which has a garage door and two recessed entryways with colored tile floors. A three light transom is located above the door to 2150 3rd Street. The entryway to 2152 has been modified.

***P3b. Resource Attributes:** (list attributes and codes) HP2 Single Family Property; HP6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View west from 3rd Street
11-16-2000

***P6. Date Constructed/Sources:**
c.1900 – 1900 Sanborn Map

***P7. Owner and Address:**
Fred and Evelyn Wertheim
3421 Jackson Street
San Francisco, CA 94118

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water Service Record #47581, December 3, 1903 for 2150 3rd Street

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
***NRHP Status Code** 4D2
***Resource Name or #** 2150-2152 3rd Street

B1. Historic name: None
B2. Common name: Now We're Cooking, Inc
B3. Original Use: Public Library , residential B4. Present use: Dwelling and catering business – Now We're Cooking, Inc.
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built c.1900. Security bars were installed one the front façade at the first story, a new kitchen was installed in the rear of building, and façade stuccoed in 1939. A neon sign was also added in 1939 under a separate permit. In 1945, the existing porch at the rear was enclosed and a new porch added. In 1986, the interior first floor was remodeled from a bar/restaurant to a commercial kitchen for the purpose of catering.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: G. A. Berger for 1939 remodeling b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Mixed use **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1900 Sanborn Map shows that this building contained a branch of the public library on the ground floor and dwelling units on the second floor and at the rear. A water connection record (#47581) from December 3, 1903 for A. M. Wilson describes the building as a one-story warehouse. On the 1915 Sanborn Map, this building was occupied by the Potrero Emergency Hospital and on the 1919 Sanborn Map, it was a store. A building permit from 1939 shows that Robert and Chesteshina Castagno who lived at 2160 3rd Street, owned the building that included a residence, a vacant bar and restaurant. By June 1939, Blue Star beer tavern was located at 2152 3rd Street. The 1939 City Directory lists Robert and Jellesina Castano at 2152 3rd Street. They also appear in the business directory under "liquors-retail." A water record from 1939 also connects Fillipo Racchi to this property. This property was used for religious purposes by the mid-1950s until 1960. Both the Aberdeen Baptist Church and Mt. Transfiguration Missionary Baptist Church appear in City Directories at this time. From 1963 to 1985, the tavern, Scotty's Blue Room occupied 2152 3rd Street, and various residents lived in the dwelling unit at 2150 3rd Street. The Castagno family is connected to this property until 1984.

This building was heavily altered in 1938 to accommodate the widening of 3rd Street and therefore possesses little integrity of design, workmanship, and materials. The loss of almost all other frame buildings on the block contributes to its loss of setting and feeling. There is also no integrity of association to the earlier uses.

2150-2152 3rd Street retains contextual significance as it relates to the settlement history of the Central Waterfront area. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as potentially eligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes)

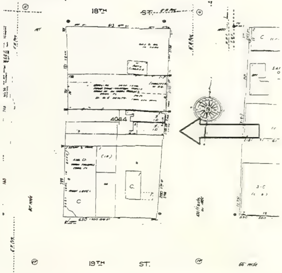
***B12. References:**
Building Permit #43236

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

***Required information**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2130 3rd Street

P1. Other Identifier: 28; 2130 3rd Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 729 Tennessee Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4044 Lot: 2A

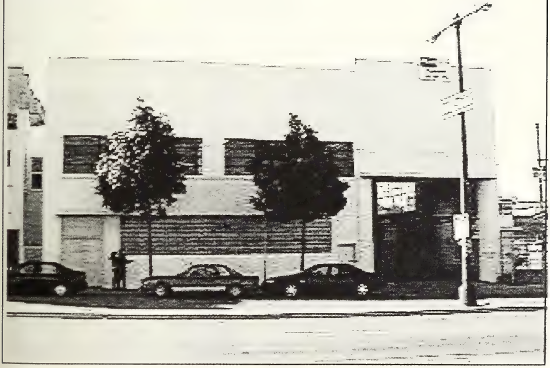
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A one-story with mezzanine reinforced concrete and steel frame Art Moderne industrial building. The formal façade of the building along 3rd Street shows two stories with emphasis on the right side of the asymmetrical composition. This section, which is slightly stepped forward, contains an oversized loading bay on the ground level with inward curving sidewalls. A shallow, curved concrete overhang shelters the bay. A correspondingly scaled blind wall with integrated parapet sits above the bay. The longer left portion of this façade is arranged horizontally. A simple, double banded cornice and a stringcourse below the second story windows are the only ornament. The mezzanine level contains two bands of steel sash windows. The first story contains a pedestrian entrance compositionally similar, but scaled down, to the loading bay. There is also a single band of glass block windows on the first story. The Tennessee Street façade is on a higher grade than 3rd Street making the mezzanine meet grade level. There are multi-light steel windows, a pedestrian entrance and a loading dock on this elevation. There is also a simple stepped parapet.

***P3b. Resource Attributes:** (list attributes and codes) HP6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View west from 3rd Street.
11-16-2000

***P6. Date Constructed/Sources:**
1946 – Building Permit

***P7. Owner and Address:**
Daphne Properties
179 27th Avenue
San Francisco, CA 94121

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #86439

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency **Primary #**__________
DEPARTMENT OF PARKS AND RECREATION **HRI#**__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 4D2

***Resource Name or #** 2130 3rd Street

B1. Historic name: Wesco Machinery Manufacturing Company
B2. Common name: None
B3. Original Use: Machinery manufacturing B4. Present use: Vacant
***B5. Architectural Style:** Art Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations)
1946—Present building constructed.
1949—Interior expansion of second floor.
1950—Repairs to steel trusses damaged by fire.
1983—Two steel sash windows replaced, roof repaired, building painted to correct fire damage.
***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:**
There is a shed structure identified as an auto garage at the north elevation that is on adjacent Lot 2.

B9a. Architect: J. Lloyd Conrich b. Builder: Frank W. Brady (owner), contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1900 Sanborn Map shows two small dwellings with sheds on the lot. By 1915, four more houses had been built that provided anywhere from two to four flats each. Residential properties still occupied the lot in 1934 when property owners submitted a building permit application to repair fire damage. These dwellings were demolished sometime before 1946 when a machinery manufacturing plant was built on the site. The original business, Wesco Machinery Manufacturing Co., soon gave way to Cutler-Hammer Inc. The City Directory for 1948-1949 lists the owner, Cutler-Hammer Inc., as a manufacturer of electrical equipment.

The building does retain a high degree of integrity as the present building matches the appearance shown in the original 1946 construction plans. Along Third Street is a cluster of small, Art Deco-styled industrial buildings built circa 1938-1946. In the late 1930s, Third Street was widened by as much as twenty feet, necessitating either new construction or façade improvements to existing buildings. While relatively small in scale, the resources retain contextual significanceto the development of smaller-type businesses created to support the larger industry of the Central Waterfront area. Examples of this resource type can be found at 2130 Third Street, and 2360-2364 Third Street.This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential district. It may become eligible for listing in the National Register when more historical or architectural research is performed. The district is significant at the local level under Criteria A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as potentially eligible for the California Register.

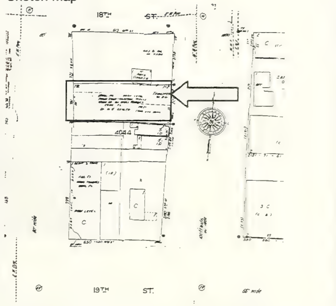
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permits #86439
Sanborn Maps, 1900, 1915
S.F. Planning Department, 1948 Land use Map

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 2121 3rd Street

P1. Other Identifier: 29
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2121 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4045 Lot: 2

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Two associated freestanding, single-story buildings and various fixed equipment compose this property group. A concrete office building fronting 3rd Street, a brick light industrial building facing Illinois Street and several large oil tanks are located between the buildings. A chain link fence follows the northwest perimeter of the lot.

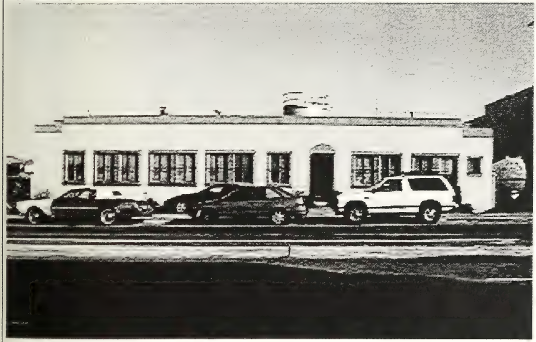
The office building facing 3rd Street has a stucco façade and stepped parapet with cast concrete corner blocks having decorative vertical curvilinear details. Single and coupled aluminum sash sliding windows with sills cover the majority of the façade, which also contains a single entry door. Decorative wrought iron bars protect all openings. The northern elevation features similar windows as well as a small wood sash window at the western end.

(See Continuation Page).

***P3b. Resource Attributes:** (list attributes and codes) HP8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View east from 3rd Street.
11-16-2000

***P6. Date Constructed/Sources:**
1930 – Water Service Record

***P7. Owner and Address:**
Richard K. Pooler, Inc.
PO Box 1086
Danville, CA 94526

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water connection service #123595, August 13, 1930

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # __________
HRI # __________
Trinomial __________

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 2121 3rd Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 12-19-2000 ☒ Continuation ☐ Update

The brick building has a concrete foundation and follows the topography of the site by stepping up towards the interior of the lot. The Illinois Street façade has three fixed, steel sash windows with a layout of three vertical by four horizontal lights per window, a flat arch steel lintel faced with brick stretchers and a sill of concrete capped brick headers. Eight awning windows with similar features are located along the northern elevation, and roll-up steel doors and a loading dock with similar flat arch lintels is located on the south elevation. Above the Illinois Street windows is a painted sign identifying the business as: "S.F. Petroleum Co". The roof is flat and the parapet steps at the rear section of the building and at the corners facing Illinois Street.

The building appears to be in fair condition.

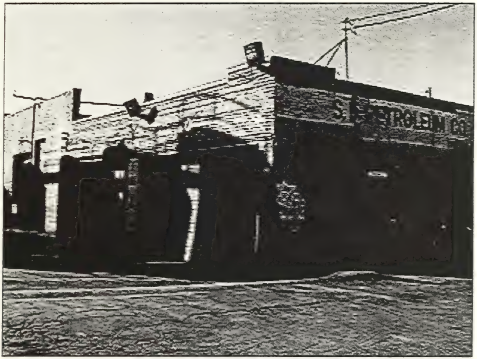


Photo 2. View northwest from Illinois Street.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3

***NRHP Status Code** 4D2

***Resource Name or #** 2121 3rd Street

B1. Historic name: Seaside Oil Co. plant
B2. Common name: None
B3. Original Use: Office; warehouse and garage
B4. Present use: Petroleum company
***B5. Architectural Style:** Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Water connection August 13, 1930. Office addition constructed in 1931. Four rooms added to offices in 1935. Concrete wall and pad installed in 1936.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:**
None
B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1900 Sanborn Map shows that this property was undeveloped except for the Southern Pacific Rail Road tracks that ran along the Illinois Street side. There were five small buildings on the block -- all of which were gone by 1915 when only a Boat Building Material Storage building was present at the southwest corner and a building for Crown Oil Co. was located at the northeast corner. The 1919 Sanborn Map shows the land belonging to/used by Bethlehem Ship Building Co. A water connection was made for the oil producers and shippers, Seaside Oil Co., on August 13, 1930. Seaside constructed an addition to the office in 1931 and was listed at this address in City Directories until 1974. Walter G. Frey, salesman, was also listed at this address by 1939 until 1961. San Francisco Petroleum Co. first appears at this address in the 1978 City Directory and was joined by a variety of other petroleum companies in the 1980s, 1990s and today.

Without an original building permit, this building appears to possess integrity of location, association, setting, feeling, workmanship, materials, and design.

2121 3rd Street retains contextual significance as an example of a small oil plant in the Central Waterfront area. These two associated buildings contribute to a potential National register historic district as it relates to the development of San Francisco's Central Waterfront, a mixed industrial and residential area. This property may become eligible for listing in the National Register when more historical or architectural research is performed. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as potentially eligible for the California Register.

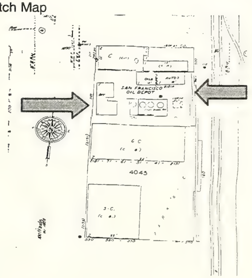
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Building Permits #195690, #14025, #18762; Water Service Record #123595, August 13, 1930

B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ________
HRI # ________
Trinomial ________

Page 1 **of** 3 **Resource Name or #** (Assigned by recorder) Main Office/Administration Building (#101)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐ Continuation ☒ Update

P1. Other Identifier: 30

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3
***NRHP Status Code** 3B
***Resource Name or #** Main Office/Administration Building (#101)

B1. Historic name: Union Iron Works Offices
B2. Common name: Administration Building
B3. Original Use: Office building
B4. Present use: Vacant
***B5. Architectural Style:** Renaissance Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1917 on a site formerly occupied in 1915 by a large stable. In 1900, boarding houses and dwellings occupied the site with a saloon on the corner. In 1886, six small dwellings and the corner saloon occupied the site with a stable; all built on posts over tidewater flats.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**______ **Original Location:**______
***B8. Related Features:** Iron perimeter fence (see photo1), Multiple Bethleham Steel building, many of which remain extant

B9a. Architect: Frederick H. Meyer
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1856-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Designed in 1917 and completed in 1918, this building represents San Francisco's late empire period, when the city was beginning to assume an important role on the world stage. The prudent businessmen who were then running Bethlehem Steel understood the strategic importance of their west coast location and began expanding operations to prepare for war -- and monumental profits. By the time the office was built, the company was in a position to attempt to create an important piece of architecture. The building was designed in a bland, but academically correct Renaissance Revival style. An ell-shaped building with a forty-five degree plane at the juncture of the two wings provides a focused entrance elevation, featuring a flat-arched recessed entry. The building's scale and size distinguish it from its surrounding structures. It is unusual to see an office building with such an aesthetic quality so far removed from the center of the city.

Building 101, the Main Office, represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

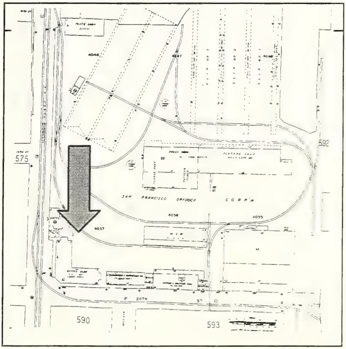
(See Continuation Page.)

B11. Additional Resource Attributes: (List attributes and codes) HP6 1-3 Story Commercial Building

***B12. References:**
Landmark Nomination Form by Patrick McGrew, March, 1994. Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000. Landmark designation Reports 1988, 1994
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)



State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary #
CONTINUATION SHEET	HRI # Trinomial

Page 3 **of** 3 **Resource Name or #** (Assigned by recorder) Main Office/Administration Building (#101)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

***B10. Significance** (continued)

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 101 is also a representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for individual listing in the National Register.

Building 101 maintains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association

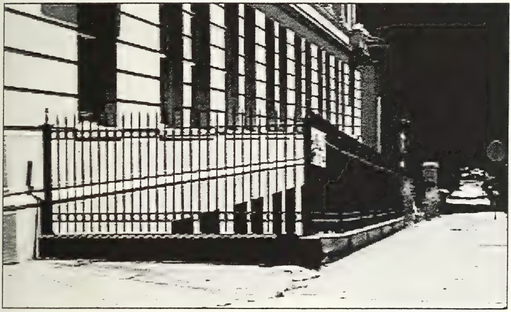


Photo 1. View east from 20th and Illinois Streets, June 18, 2001. Perimeter fence on Building 101 along Illinois Street and 20th Street elevations.

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # ______ HRI # ______
CONTINUATION SHEET	Trinomial ______

Page 1 **of** 3 **Resource Name or #** Powerhouse No. 1 (#102)

***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☐Continuation ☒ Update

P1. Other Identifier: 31

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3

***NRHP Status Code** 3B

***Resource Name or #:** Powerhouse No. 1 (Building #102)

B1. Historic name: Union Iron Works Powerhouse

B2. Common name: Power House

B3. Original Use: Powerhouse

B4. Present use: Transformer and compressor house

***B5. Architectural Style:** Renaissance Revival

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1912 on the site formerly occupied by a stable and Michigan Street. In 1886, the site was a tidewater flat.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**__________ **Original Location:**____________________

***B8. Related Features:** Concrete Pillars and Iron fence (see photos 1 and 2), Multiple Bethleham Steel building, many of which remain extant

B9a. Architect: Charles Peter Weeks (1870-1928) b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront

Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

A simple, horizontal block with five arched openings and a red tiled roof, the powerhouse resembles many small-scale masonry library buildings of the period. Unusual for its day, large amounts of glass allow a view into the machines and turbines within. The building is actually a clear-span steel frame structure with high ceilings and a rolling crane, which presents a contemporary appearance on the interior. Building 102 was constructed in 1912 -- a time when the plant was newly purchased by Charles M. Schwab (1862-1939), president of U.S. Steel and later chairman of the board of Bethlehem Steel. It was his vision that completed the expansion of this important national company in the west. Under Schwab's guidance, the old Union Iron Works site became a significant force in world shipbuilding in both World Wars. The powerhouse was part of an important building campaign projected an image and vision of the "new" company to the public on 20th Street -- the main access to the plant.

Building 102 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 102 is also a representative of the Central Waterfront's WWII period of significance.

(See Continuation Page.)

B11. Additional Resource Attributes: (List attributes and codes) HP 11 Engineering Structure

***B12. References:**

Landmarks Nomination Form by Patrick McGrew, March 1994. Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**

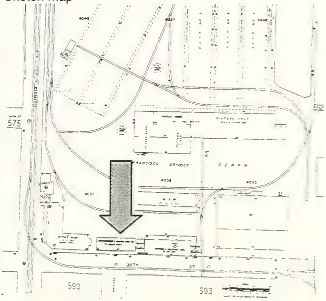
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**

July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # HRI #
CONTINUATION SHEET	Trinomial

Page 3 **of** 3 **Resource Name or #** Powerhouse No. 1 (#102)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

***B10. Significance** (continued)

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for individual listing in the National Register.

Building 102 maintains a high degree of Integrity of location, design, setting, materials, workmanship, feeling, and association.

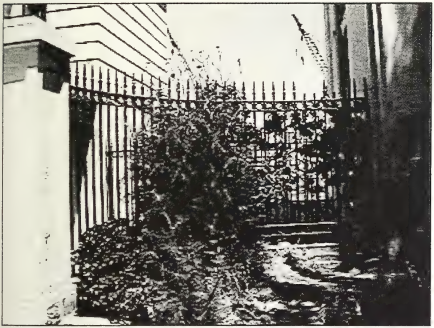


Photo 1. Concrete pillar and iron fence on western side of building along 20th Street, 2001

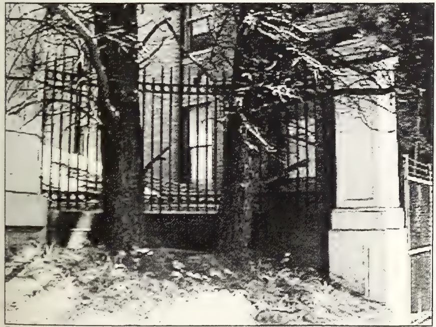


Photo 2. Concrete pillar and iron fence on eastern side of building along 20th Street, 2001

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) Bethlehem Steel Co. Checkhouse No. 1 (Building #122)

P1. Other Identifier: 32

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date:** 1956, 1973

***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4046 Lot: 1

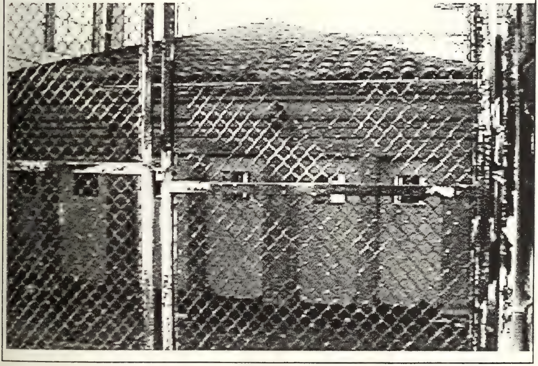
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story, concrete building is set back from 20th Street and is wedged between the larger Powerhouse (#102) and two-story Office Building (#104). The painted stucco southern façade features three bays defined by pilasters with simple bases and capitals. Decorative light fixtures are located above the capitals of the inner pilasters. Each bay contains two openings the size of pedestrian doors that have been fitted with a piece of plywood containing a small window. Other elements include a low water table and a stringcourse above the first story. A simple, molded cornice lies above a plain frieze and below the red, terra cota tiled hipped roof. The interior of this building appears to contain stalls.

***P3b. Resource Attributes:** (list attributes and codes) HP4 Ancillary Building HP 39 Other

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from 20th Street looking north
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1937 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) Bethlehem Steel Co. Checkhouse No. 1 (Building #122)

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

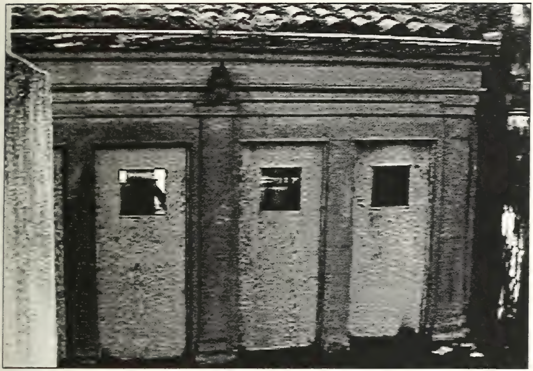


Photo 2. Close-up of eastern bays. View from 20th Street looking north.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3

***NRHP Status Code** 3D

***Resource Name or #** Bethlehem Steel Co. Checkhouse No. 1 (Building #122)

B1. Historic name: Checkhouse No. 1
B2. Common name: Checkhouse No. 1
B3. Original Use: Checkhouse No. 1
B4. Present use: Vacant
***B5. Architectural Style:** Romanesque Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Constructed in 1937 on a site that had been vacant since 1900. Prior to 1900, stables occupied the site.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**________ **Original Location:**____________
***B8. Related Features:** Multiple Bethleham Steel building, many of which remain extant

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Since its construction, Building 122 has played a unique role in the history of plant workers. Every morning at 7:30 a.m., the gates of the plant were opened. It was through the checkhouses that workers entered and exited the plant on a daily basis. Building 123 also represents this same property type.

Building 122 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 122 is also a representative of the Central Waterfront's WWII period of significance.

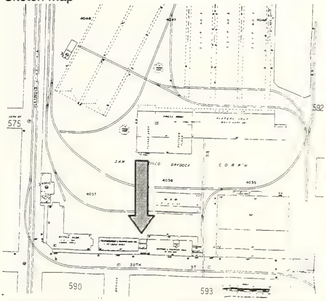
Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register. Building 122 maintains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary #
	HRI #
CONTINUATION SHEET	Trinomial

Page 1 **of** 3 **Resource Name or #** Office Building (#104)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 33

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency **Primary #**__________
DEPARTMENT OF PARKS AND RECREATION **HRI#**__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3 ***NRHP Status Code** 3B

***Resource Name or #** Office Building (#104)

B1. Historic name: Union Iron Works Office Building
B2. Common name: Industrial Relations Building
B3. Original Use: Management offices B4. Present use: Unknown
***B5. Architectural Style:** Renaissance Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1896 on vacant land. Two-story rear addition c. 1920 on west side. Rear additions in 1941 (Building 51) replacing a 1920 addition. Single story southern annex added in 1943 and removed after 1983.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**______ **Original Location:**______
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: George Percey (1847- 1900) and Fredrick Hamiliton (1853- 1899) b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A, B, C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Built in 1896 on solid land, this office and storeroom building was the first separate office building for Union Iron Works. The previous offices were located in the western wing of Building 113. Built in 1896, this is the second oldest surviving building in the complex. It is built in a modified Renaissance Revival style, more suited to the simplified tastes of both California and an industrial client.

Few office buildings from this period survive and fewer still offer this much rich study in red brick. Architect George Percey (1847-1900) was known for his interest in reinforced concrete. In its day, this building was touted as a "modern, fire-proof" structure. Few early examples of this use and construction survive in San Francisco.

The Union Iron Works period, from 1883-1902 has six representative buildings, structures and objects: Buildings 113, 114, 104, Pier 68, slip #4 and parts of the rail spur system. Additionally, existing later buildings incorporated parts of buildings of this period: Buildings 118, 105 and possibly 109. Geographically, Union Iron Works covers Pier 68 and the northwest part of the greater Pier 70 area (Blocks 4046, 4110).

The Union Iron Works plant represents San Francisco's original maritime-oriented industrial base. The Industrial Relations Building exemplifies nineteenth century design concern for quality architecture, even in an industrial complex. The history of the Union Iron Works as a supplier of equipment to mining ventures and railroad construction in the nineteenth century, through construction and maintenance of naval merchant vessels until the end of World War II, reflects the major economic patterns that shaped the development of San Francisco and the West. (See Continuation Page.)

B11. Additional Resource Attributes: (List attributes and codes) HP6 1-3 Story Commercial Building
***B12. References:**

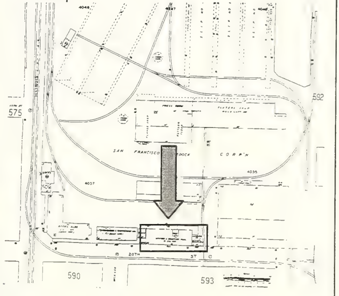
Landmark Nomination Form by Patrick McGrew, March 1994. Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000. Landmarks Board Case Reports, 1988, 1994.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95) *Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 3 **of** 3 **Resource Name or #** Office Building (#104)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒Continuation ☐ Update

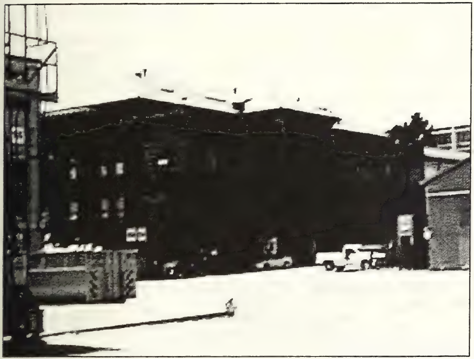


Photo 1. Rear elevation of Building 104 looking southwest from interior of block Large, glassed areas on this elevation were added in 1941.

***B10. Significance** (cont.)
The building is associated with persons important in the history of San Francisco -- Irving M. Scott, superintendent and owner of Union Iron Works in partnership with H.J. Booth and George W. Prescott. Designed by George Percey (1847-1900) and Fredrick Hamiliton (1853-1899), who developed a successful statewide architectural practice. Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70.

The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history, and Criterion B: People and events. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for individual listing in the National Register.

Building 104 maintains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION** **CONTINUATION SHEET**	Primary # ____ HRI # ____ Trinomial ____

Page 1 **of** 2 **Resource Name or #** Forge Shop (#105)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 34

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

***NRHP Status Code** 3D

***Resource Name or #** Forge Shop (#105)

B1. Historic name: Forge Shop
B2. Common name: Forge Shop
B3. Original Use: Forge Shop
B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1937 using a portion of two earlier buildings constructed by 1900.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**______ **Original Location:**______
***B8. Related Features:** Multiple Bethlehem Steel building, many of which remain extant.
B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 105 is one of the more interesting buildings on Pier 70. It was constructed in 1937 as a forge shop, a heavy industrial use. Its location on 20th Street was a prominent one, with many grander buildings with non-industrial uses. Two earlier brick buildings occupied the site prior to the construction of Building 105. These brick buildings had a more permanent feel than the steel framed and clad buildings than that of the current structure. It is evident that the decision was made to keep the brick façades of the earlier buildings and apply the steel building behind, leaving a more formal front towards 20th Street.

Building 105 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 105 is also a representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 105 maintains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

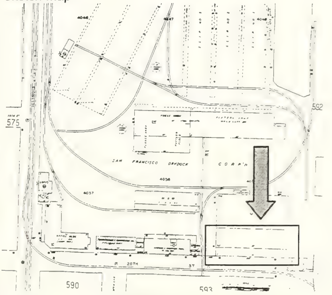
B11. Additional Resource Attributes: (List attributes and codes)
HP8 Industrial
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 1 **of** 3 **Resource Name or #** Machine Shop/Machine Shop Storage (#113, 114)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 35

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3

***NRHP Status Code** 3B

***Resource Name or #** Machine Shop/Machine Shop Storage (#113, 114)

B1. Historic name: Union Iron Works Machine Shop
B2. Common name: Shops Building
B3. Original Use: Machine shops
B4. Present use: Unknown

***B5. Architectural Style:** Renaissance Revival

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1885-1886. Gables repaired/ replaced with corrugated steel c. 1906. The 1886 Sanborn Map identifies the complex as "Built 1883."

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:**
Worker's safety sign (see Photo 1, page 3)
Sheds on western wall (see Photo 2, page 3)

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The history of Building 113 shows a building that has served many functions. When the Union Iron Works first located to the site and constructed its plant, five buildings served all of the functions of factory, storage, office and foundry. The original buildings were constructed within the projected block pattern of the street grid. While the streets remained unopened, the vacant land was used for industrial purposes and a rail spur system serviced by the Southern Pacific Railroad. Eventually, the Union Iron Works was able to gain that land by the closure of the streets. It is that closure that allowed the east and west wings of Building 113 to be joined in 1915. Prior to that connection, what is now Building 113-114 consisted of separate structures. The east building contained 12 forges, blacksmith and boiler shop. The west building contained the machine shop and in the northeast corner, a loft with offices below and offices and drafting room above. By 1900, after the construction of the Union Iron Works Office Building (#104), the office function left Building 113, with the space now being utilized as a tool room and electrician's shop. As the plant grew, the uses for Building 113 became more specialized, as it continued its useful life.

Largely a clear-span structure with steel trusses used to cover the huge expanse of interior space, this type of construction was typical for its use type. While the actual shipbuilding took place on the nearby dry docks, the equipment used in the construction of the ship elements was housed here. This is an increasingly rare example of a fine and early type of construction. The building excels, not for its ornament, but for its lack of the same. Its simplicity reminds one that it was through industrial buildings that the world began to move away from eclectic building styles. This building clearly expresses its industrial character through its immense, column-free space, which gives an exterior expression of simple mass. Aside from its corbelled cornice and arched industrial windows, it expresses a unique willingness to simply allow its form to be directed by its function -- a rare quality in buildings constructed in the last quarter of the nineteenth century. (See Continuation Page.)

B11. Additional Resource Attributes: (List attributes and codes) HP6 1-3 Commercial Building

***B12. References:**
Landmark Nomination Form by Patrick McGrew, March 1994.
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

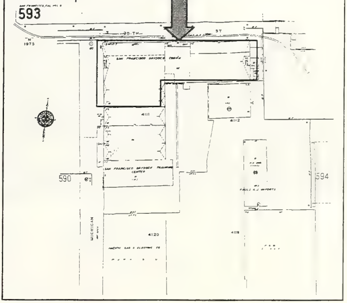
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



593
20-TH- ST
1975
SAN FRANCISCO DRYDOCK CORP
4111
4112
SAN FRANCISCO DRYDOCK TRAINING CENTER
590
594
MICHIGAN
4120
4119

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 3 **of** 3 **Resource Name or #** Machine Shop/Machine Shop Storage (#113, 114)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒Continuation ☐ Update

***B10. Significance:** (cont.)
It is likely that Building 113-114 was built without an architect. Employees of the company who also did the construction usually conceived buildings such as this in-house. In this case, Irving Scott himself was trained as a draftsman, and was well known for his aesthetic sense. It is likely that he had an important hand in the design of the shops building, although its true designer is not known. Other buildings from the original plant had a similar design, but do not survive. The shops' building is one of the last and the largest of these industrial structures. Largely undecorated, the building may be characterized as a long horizontal mass with a steep gabled roof. Openings are generally large, round-headed arches filled with factory sash windows. Regularly spaced pilasters are capped with simple four-tiered brick corbelling. Best characterized as industrial style, handsome brick structures such as these were soon replaced by all steel technology as an industrial building type.

The Union Iron Works period, from 1883-1902 has six representative buildings, structures and objects: Buildings 113, 114, 104, Pier 68, slip #4 and parts of the rail spur system. Additionally, existing later buildings incorporated parts of buildings of this period: Buildings 118, 105 and possibly 109. Geographically, Union Iron Works covers Pier 68 and the northwest part of the greater Pier 70 area (Blocks 4046, 4110). The western portion of Building 113 contains an interior balcony, which housed the first offices of Union Iron Works before the construction of Building 104 in 1896.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for individual listing in the National Register.

Building 113-114 maintains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association. The addition of the connection between the eastern and western portions of the building in 1915 has gained historical significance of its own and does not diminish the integrity of design.

Photo 1. "Safety Stories" sign. Circa 1941, located on the northern façade of building 113, central section along 20th Street. March 26, 2001.

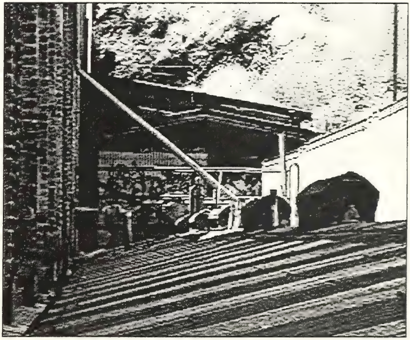


Photo 2. Sheds appended to western side of Building 113. There are at least three such sheds. Their construction date is unknown, possibly 1941 or earlier. The steel structures on the far right are temporary storage trailers located on an adjacent lot. Irish Hill rises in the background. June 18, 2001.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 1 **of** 2 **Resource Name or #** Concrete Warehouses (#115, 116)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 36

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 3D

***Resource Name or #** Concrete Warehouses (#115, 116)

B1. Historic name: Building 115 – Brass foundry; Building 116 – Foundry
B2. Common name: Building 115 – Foundry and mold room; Building 116 – maintenance shop
B3. Original Use: Building 115 – brass foundry; Building 116 – Foundry
B4. Present use: Unknown

***B5. Architectural Style:** Industrial

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Building 115 – Constructed in 1917 over a courtyard and smaller buildings and sheds between Buildings 114 and 116.
Building 116 – Constructed in 1917 possibly on the foundations of an older, 1880s building.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a

***B8. Related Features:**
Spatially connected with Buildings 113, 114, 117.

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The site occupied by Buildings 115 and 116 have been continuously occupied by foundry and blacksmith uses since the 1880s. Building 115 was built over what started as a mostly open courtyard, but did contain a small brass foundry on the western portion of the site. There was also an engine room with an 800hp engine on the eastern portion. Over the years, additional sheds were added to these structures covering about half the site. Building 116 replaced a 1880s building that closely resembled Building 113.

Building 115 and Building 116 represent the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Buildings 115 and 116 are also representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Buildings 115 and 116 maintain a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)
HP8 Industrial

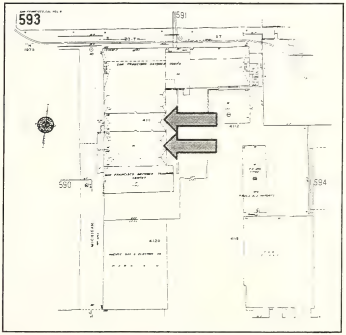
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # __________
HRI # __________
Trinomial __________

Page 1 **of** 2 **Resource Name or #** Warehouse No. 9 (#117)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 37

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California.
Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

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DEPARTMENT OF PARKS AND RECREATION
Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 3D

***Resource Name or #** Warehouse No. 9 (#117)

B1. Historic name: Warehouse No. 9
B2. Common name: Warehouse No. 9, Building 117
B3. Original Use: Warehouse B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1917.
***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________
***B8. Related Features:** Multiple Bethleham Steel building, many of which remain extant
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)
According to the 1886, 1900 and 1915 Sanborn Maps, the site was occupied by coke ovens for Building 116 and part of Irish Hill – up a steep bluff to an elevation of 47 feet – to a boarding house and dwellings. Whereas the Todd Shipyards General Plan indicates 1917 as a construction date for the building. The warehouse does not appear in the 1920 Sanborn Map; just coke ovens adjacent to Building 116, open coke piles and rail spur.

Building 117 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 117 is also a representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 117 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

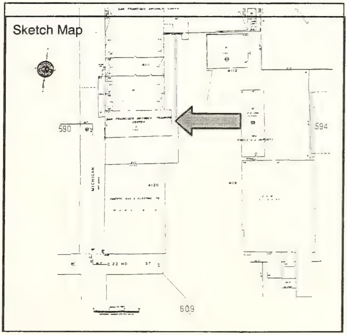
B11. Additional Resource Attributes: (List attributes and codes)
HP8 Industrial
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

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DEPARTMENT OF PARKS AND RECREATION
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HRI # ____________
Trinomial ____________

Page 1 **of** 2 **Resource Name or #** Electric Shop – Substation No. 5 (#21 and Marine Machinist #55)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 38

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 3B
***Resource Name or #** Electric Shop – Substation No. 5 (#21 and Marine Machinist #55)

B1. Historic name: Machine Shop and Transformer House
B2. Common name: Building 21
B3. Original Use: Machine Shop and Transformer House
B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1900.
***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**______ **Original Location:**______
***B8. Related Features:** Bethlehem Steel complex buildings
B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 21 represents the Pacific Rolling Mills / Risdon Iron / U.S. Steel period of significance that covers Block 4052 from 1867-1911. The oldest extant steel building at the San Francisco Yard, it was constructed by Pacific Rolling Mills, in the business of making railroad engines, but was rebuilt into a larger, more modern building by Risdon Iron. In 1897, Risdon Iron Works built the first successful gold dredge in America. Risdon constructed 63 of these devices by 1911. Most of those large buildings built by Risdon Iron Works were demolished for the War effort in 1940-1941. The Bethlehem Steel General Plan dates this building to 1900, however; the 1900 Sanborn Map was surveyed in 1899 and missed the new building, citing instead an older building occupied as workshop and forge shop. By 1915, the plant is operated by the US Steel Products Co. The 1915 Sanborn Map recognizes Building 21 as housing a 300hp engine. Its construction is identified as corrugated iron on steel frame, steel columns, with a cement and wood floor, making this the oldest such building in the San Francisco Yard. By 1920, the Sanborn Map indicates Union Iron Works to be operating this plant as well. By WWII, Building 21 housed Substation No. 5, the Electric Shop 1900 and the Marine Machinist.

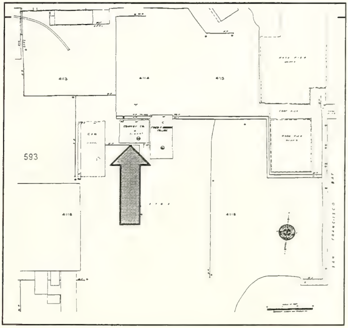
Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit, this being an early example of a property type. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for individual listing in the National Register.

Building 21 retains a high degree of integrity of location, design, materials, workmanship, and feeling. Building 21 lacks integrity of setting and association, as it is the last remaining building from the Pacific Rolling Mills / Risdon Iron / U.S. Steel period of significance, and it has lost many of its WWII-era neighbors.

B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial Building
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000. National Register Nomination Form, San Francisco Yard, June, 1978.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:** July 20, 2001

(This space reserved for official comments.)



DPR 523B (1/95)
***Required information**

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 1 of 2 **Resource Name or #** Main Office/Warehouse and Substation No. 3 (#111)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 39

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 3D

***Resource Name or #** Main Office/Warehouse and Substation No. 3 (#111)

B1. Historic name: Warehouse and Substation No. 3
B2. Common name: Warehouse and Substation No. 3
B3. Original Use: Warehouse and Substation No. 3 B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1917.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Multiple Bethleham Steel building, many of which remain extant.

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 111 was constructed to house many functions. It was part of the system of power generation and distribution on the plant site and was also the location of the "field" offices. These are the offices of the people who had daily interaction with the workers, whereas the offices built on 20th Street were more formal and public. It also served as a light warehouse for all of the tens of thousands of minutiae required for the outfitting of a ship once the hull was floated to one of the nearby wet basins.

Building 111 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

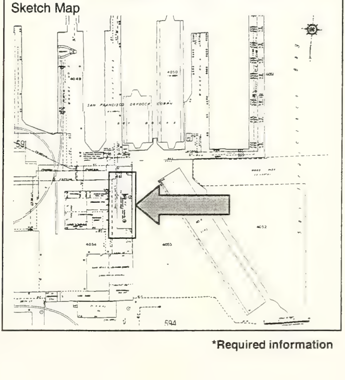
Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 111 is also a representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register. Building 111 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)
HP8 Industrial
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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Primary # ____________
HRI # ____________
Trinomial ____________

Page 1 **of** 2 **Resource Name or #** (Assigned by recorder) Boiler Shop (#38)
***Recorded by** Planning Department – City and County of San Francisco ***Date** 6/20/01 ☐ Continuation ☒ Update

P1. Other Identifier: 40

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
***NRHP Status Code** 3D

***Resource Name or #** Boiler Shop (#38)

B1. Historic name: Copper Shop
B2. Common name: Boiler Shop
B3. Original Use: Copper shop, brazing room, marine tool room, flanges, pipe shop, marine electrical shop
B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Constructed in 1915 on the site of an earlier building, Building 38 was altered in 1941. Tidewater flats covered the site in 1886.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**________ **Original Location:**________________

***B8. Related Features:** Multiple Bethleham Steel building, many of which remain extant

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Boiler Shop is a representative building from the period of expansion of the Union Iron Works plant (later Bethlehem Steel). This early period saw the construction of buildings with specialized functions. Prior to its construction, most of the off-ship work was accomplished in the expanse of Building 113. Building 38 has had many functions since its construction. Originally built as a copper shop, brazing room, marine tool room, flanges, a pipe shop and a marine electrical shop; Bethlehem Steel used the building as a light shop and boilermaker shop. Later, Todd Shipyards used the building as a machine shop that also housed electric riggers.

Building 38 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the building by Union Iron Works through 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of its competitors. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel – the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 38 is also a representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 38 maintains integrity of location, setting, materials, and workmanship from the First Bethlehem Steel period, (1905-1940) and integrity of design, feeling, and association from the Bethlehem Steel/WWII period, (1940-1945).

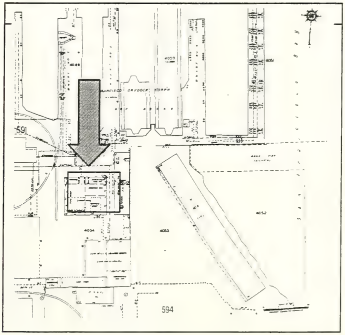
B11. Additional Resource Attributes: (List attributes and codes)
HP8 Industrial

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:** July 20, 2001

(This space reserved for official comments.)



State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # ______ HRI # ______
CONTINUATION SHEET	Trinomial ______

Page 1 **of** 3 **Resource Name or #** Plate Shop No. 1 (#109)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 41

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

***NRHP Status Code** 3D

***Resource Name or #** Plate Shop No. 1 (#109 and # 52)

B1. Historic name: Plate Shop No. 1
B2. Common name: Plate Shop No. 1
B3. Original Use: Plate Shop
B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Building 109 was constructed in 1912, with its open areas enclosed in 1936. Building 52, being a lean-to addition to the plate shop was added in 1941. Older buildings housing the same functions have occupied this site since at least 1886. It is unclear whether parts of the original building have been incorporated into the current structure.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**________ **Original Location:**________

***B8. Related Features:** Plate yard on southern façade with rotating crane #9 (1966) and a single-leg-gantry made by Judson-Pacific on 302-foot track (since removed).

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1886 Sanborn Map shows a long, narrow building used as a machine shop in this location connected by a wharf and a bridge. Located over the tide flats, the building is smaller than the current building. By 1900, that building had been expanded for uses that included a plate shop, restaurant and offices, mold loft and plate bending shop and tool room. The 1915 Sanborn Map shows nearly the same configuration as currently exists. It is unclear whether parts of the original building have been incorporated into the current structure. The Todd Shipyards General Plan identifies Building 109's use as an angle and boiler shop, sheet metal shop and tool room. Plans included in the general plan indicate that a portion of the central west wing was erected for rigger's storage, which was enclosed in 1936. Building 52, a 16' by 181' shed on the southern portion is of steel construction added in 1941. Building 109, erected in 1912, housed a boiler shop, sheet metal welding and sheet metal shop. The plans show rails entering both the boiler shop and a space between sheet metal shop and tool room that was added in 1936. Building 109 is of steel and wood construction with all sections covered in bituminous roofing.

The mold loft was an important component to the operations of a shipyard. The size of a shipyard's mold loft was the measure of the size of the vessels they were able to produce. A large clear span area was needed to transfer plans for ships to a life-size, two-dimensional pattern half-hull located on the floor.

(See Continuation Page.)

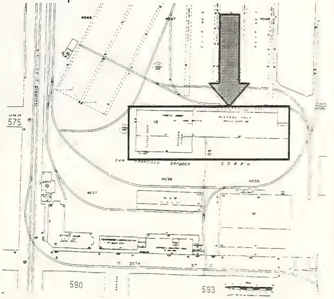
B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required infor mation

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 3 **of** 3 **Resource Name or #** Plate Shop No. 1 (#109)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

***B10. Significance** (continued)

Building 109 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 109 is also a representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 109 maintains a high degree of integrity of location, design, setting, materials, workmanship, feeling, and association.

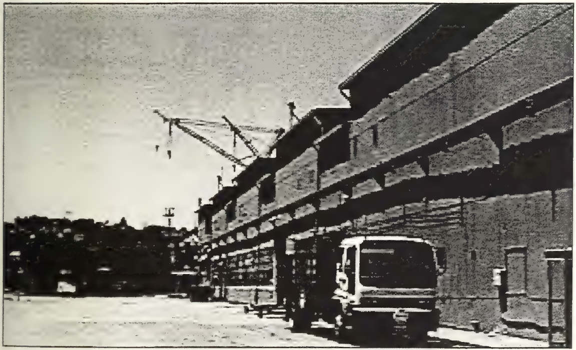


Photo 1. Building 109 looking west from yard. June 18, 2001.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 1 **of** 2 **Resource Name or #** Planning Mill and Joinery Shop (#108)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 42

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency **Primary #**__________
DEPARTMENT OF PARKS AND RECREATION **HRI#**__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 3D

***Resource Name or #** Planing Mill and Joinery Shop (#108)

B1. Historic name: Saw Mill and Joiner's Shops
B2. Common name: Planing Mill
B3. Original Use: Saw Mill and Joiner's Shop B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Constructed in two stages, first in either 1911 or 1912, followed by an addition in 1913 on the site of an earlier storage building. The buildings as they appear on the current Sanborn Map first appear on the 1915 map.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a

***B8. Related Features:**

Building 107, used for lumber storage. Vacant land to north and west used for lumber storage. Multiple Bethleham Steel building, many of which remain extant.

B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The marine carpenters used building 108, the Planning Mill and Joinery Shop. The location of the lumber trades within the plant -- in the precise center -- is telling of the importance of their function.

Building 108 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 108 is also a representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 108 retains a high degree of integrity of location, design, materials, workmanship and association.

B11. Additional Resource Attributes: (List attributes and codes)
HP8 Industrial

***B12. References:**

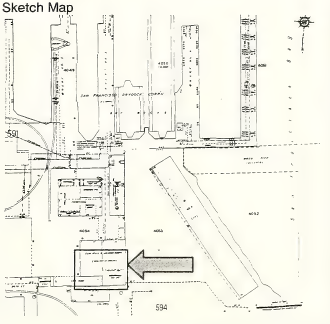
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ________
HRI # ________
Trinomial ________

Page 1 **of** 2 **Resource Name or #** Yard Washroom (#119)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 43

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 3D

***Resource Name or #** Yard Washroom (#119)

B1. Historic name: Yard Washroom (#119)

B2. Common name: Yard Washroom (#119)

B3. Original Use: Yard Washroom

B4. Present use: Vacant

***B5. Architectural Style:** Industrial

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1937 on a site formerly occupied by lumber piles.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** Multiple Bethleham Steel building, many of which remain extant

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront

Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Built in 1937 on the site of lumber piles for the nearby sawmill, the site had previously been occupied by Atlas Iron's boiler shop (1900) and had been tidal flats in the 1880s. The location of washrooms, locker rooms and lunch rooms throughout the plant was a means of providing needed amenities to the workers where they worked -- a more efficient means of running a large business with more workers than many small towns. Architecturally, it is more advanced than many of the utilitarian metal buildings, along with Buildings 50 and 119 that feature high brick bases.

Building 119 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 119 is also a representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register. Building 119 maintains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes) HP4 Ancillary Building

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

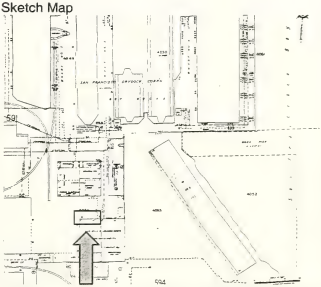
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 1 **of** 3 **Resource Name or #** Yard Washroom/Locker Room (#110)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 44

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3
***NRHP Status Code** 3D

***Resource Name or #** Yard Washroom/Locker Room (#110)

B1. Historic name: Washroom/Locker Room
B2. Common name: Washroom/Locker Room
B3. Original Use: Washroom/Locker Room B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1936 on vacant land. The site was used as a boat slip (# 5) in 1900.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Multiple Bethleham Steel building, many of which remain extant

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Constructed in 1936 on the site of boat slip # 5 (1900), Building 110 represents the expansion of the Bethlehem plant. By this point in time, they had taken over the entire Pier 70 area and no longer needed to make the most efficient use of a limited shoreline. The slips to the south were able to accommodate the company's ship berthing needs. The location of washrooms, locker rooms and lunch rooms throughout the plant was a means of providing needed amenities to the workers where they worked -- a more efficient means of running a large business with more workers than many small towns. Architecturally, it is more advanced than many of the utilitarian metal buildings, along with Buildings 50 and 119 that feature high brick bases.

Building 110 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 110 is also a representative of the Central Waterfront's WWII period of significance.

(See Continuation Page.)

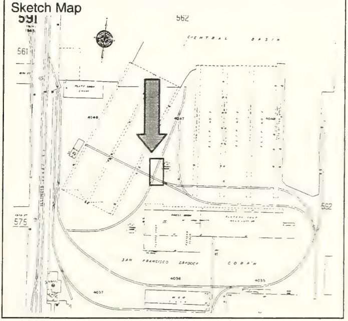
B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Re quired information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ________
HRI # ________
Trinomial ________

Page 3 **of** 3 **Resource Name or #** Yard Warehouse/Locker Room (#110)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒Continuation ☐ Update

***B10. Significance** (continued)

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 110 maintains integrity of location, design, materials, workmanship, feeling, and association. Since its construction, Building 110 has lost its integrity of setting. The adjacent slipways have changed dramatically: slip # 4 was rebuilt in the 1940s and slips # 1, # 2 and # 3 have been infilled. Building 110 is architecturally and historically tied to Building 50.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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Primary # ______
HRI # ______
Trinomial ______

Page 1 **of** 2 **Resource Name or #** Steam Power House No. 2 (#103)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 45

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 3D

***Resource Name or #** Steam Power House No. 2 (#103)

B1. Historic name: Steam Power House No. 2
B2. Common name: Steam Power House No. 2
B3. Original Use: Power House
B4. Present use: Unknown
***B5. Architectural Style:** Industrial International
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1937.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Multiple Bethleham Steel building, many of which remain extant

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 103 was constructed as the Union Ironworks Plant was in a period of expansion on the site. Power was an increasingly necessary commodity throughout the plant and a number of generators and sub-stations dotted the plant.

Building 103 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 103 is also a representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 103 maintains integrity of location, setting, materials, workmanship, feeling, and association, however, it lacks a key component to its building type, a 100 foot-high stack from the east side of building, and therefore lacks integrity of design

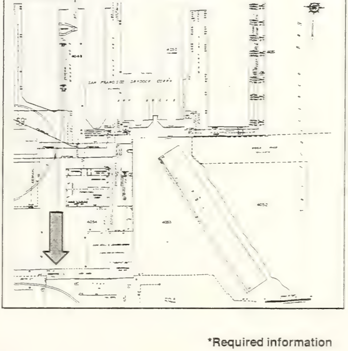
B11. Additional Resource Attributes: (List attributes and codes)
HP8 Industrial

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:** July 20,2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 2 **Resource name(s) or number**(assigned by recorder) Bethlehem Steel Co. Lumber Storage (Building #107)

P1. Other Identifier: 46
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA 1995
***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4046 Lot: 1
See accompanying location map under Building #107

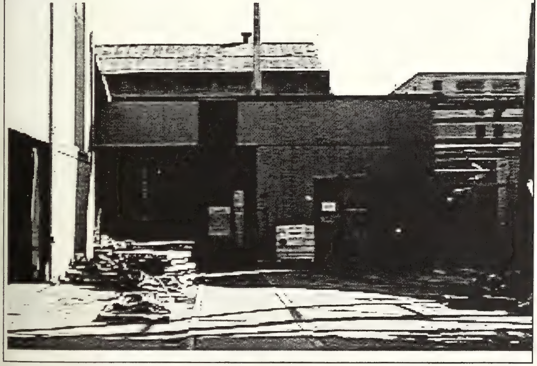
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story, attached, steel frame shed with metal panel walls and shed roof houses mechanical equipment. The northern façade is the only exposed elevation. The shed is only partially enclosed and has a pedestrian door to this enclosed portion. A rail spur runs perpendicular to the building and enters through the open portion of the shed.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View looking south.
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1937 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957

***Attachments:** ☐None ☒Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 4D5
***Resource Name or #** Bethlehem Steel Co. Lumber Storage (Building #107)

B1. Historic name: Car Shop
B2. Common name: Lumber Storage
B3. Original Use: Rail car shop B4. Present use: Air compressor house
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1915 and rebuilt in 1937.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:** Multiple Bethleham Steel building, many of which remain extant
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This building occupies an important site, at the head of 20th Street, historically part of the Pacific Rolling Mills Property. A railway thru the site with a scale built into the ground is shown on the 1900 Sanborn Map. In 1915, a rail- "Car Shop" building is built over the tracks. This use does not last long as by 1920, the Sanborn Map shows the building, which is adjacent to the Saw Mill, as a lumber shed. Concurrent with the construction of Building 103, the lumber shed was rebuilt with a unified design typical for the many buildings of 1937 on the plant.

Building 107 represents the First Bethlehem Steel period, 1905 to 1940 -- a continuation of the original ownership of the plant by Union Iron Works through 1902 and 1905 -- when Bethlehem Steel purchased the company. By 1911, Bethlehem Steel had acquired most of the surrounding businesses. With the additional expansion of shipbuilding into Block 4052 by Bethlehem Steel -- land formerly occupied by Pacific Rolling Mills, Risdon Iron and U.S. Steel -- the corporation entered its second period of significance, the Bethlehem Steel/WWII period, (1940-1945).

Sixteen buildings, structures or objects are representative of the First Bethlehem Steel period: Buildings 38, 101, 102, 103, 105, 107, 108, 109, 110, 111, 115, 116, 117, 119, 122 and the Bethlehem Steel Iron Fence. As with all buildings at the yard built before 1945, Building 107 is also a representative of the Central Waterfront's WWII period of significance.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. This property may become a contributor to a potential San Francisco Yard historic district, once registration requirements for the property type are clarified.

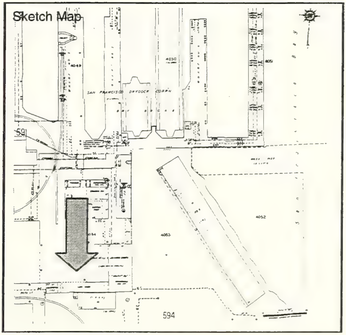
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 1 **of** 2 **Resource Name or #** Employment Office (#40)

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 47

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency **Primary #**__________
DEPARTMENT OF PARKS AND RECREATION **HRI#**__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 3D

***Resource Name or #** Employment Office (#40)

B1. Historic name: Employment Office
B2. Common name: Employment Office
B3. Original Use: Employment Office B4. Present use: Vacant
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941
***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**______ **Original Location:**______
***B8. Related Features:**
Small iron fence on Illinois Street.
B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Employment Office annex is an important building to the history of the laborers within the plant. With the extreme pace of war ship production, a vast number of workers were needed to operate the machinery. Upwards of a dozen labor unions ensured the employment of their members, but the need for interview and paperwork processing was a Herculean task when it is considered that 10,000 workers labored at the plant during its peak. The building, as with many built in 1941, was government owned. It has a stuccoed façade suggesting permanence but is built on a wood frame on shallow foundations. Its location is important as well. It is literally shoved in the corner of the plant along Illinois Street. This placement, off 20th Street, did not interfere with the procession of hired workers at the plant. It is also a narrow building having a small footprint -- so as not to take valuable land from the open assembly yard.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

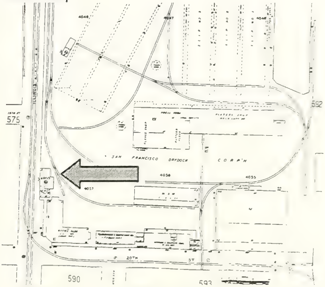
Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

B11. Additional Resource Attributes: (List attributes and codes) HP6 1-3 Story Commercial Building
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:** July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # ______ HRI # ______
CONTINUATION SHEET	Trinomial ______

Page 1 **of** 2 **Resource Name or #** (Assigned by recorder) Warehouse (#2)

***Recorded by** Planning Department – City and County of San Francisco ***Date** 6/20/01 ☐ Continuation ☒ Update

P1. Other Identifier: 48

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California.
Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 3D

***Resource Name or #** Warehouse (#2)

B1. Historic name: Warehouse (#2)
B2. Common name: Warehouse (#2)
B3. Original Use: Warehouse
B4. Present use: Unknown
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941 on a site formerly occupied by Irish Hill; sixth story added in 1944.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Building 111

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This warehouse is one of two large, multi-level masonry warehouses; the other is Building 111. Warehouse No. 2 was specifically constructed for the WWII manufacturing effort.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Warehouse No. 2 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial Building

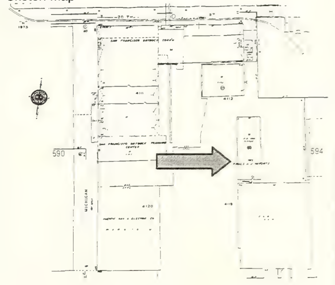
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:** July 20, 2001

(This space reserved for official comments.)

Sketch Map


20 TH.
1975
SAN FRANCISCO DRYDOCK
4111
4112
590
SAN FRANCISCO DRYDOCK TRAINING CENTER
594
MICHIGAN
4120
PACIFIC GAS & ELECTRIC CO
4119

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 1 **of** 2 **Resource Name or #** (Assigned by recorder) Tool Room and Office (#11)

***Recorded by** Planning Department – City and County of San Francisco ***Date** 6/20/01 ☐ Continuation ☒ Update

P1. Other Identifier: 49

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #________________
HRI#________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 3D
***Resource Name or #** Tool Room and Office (#11)

B1. Historic name: Tool room and Office
B2. Common name: Noonan Building
B3. Original Use: Tool room, cafeteria and office
B4. Present use: Artist studios
***B5. Architectural Style:** Modular frame industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941, replacing an earlier building.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 11 is the only surviving large, wood framed and clad structure built in 1941 by the government for war production. It housed field offices for the immediate supervision of the workers, a tool room and one of the many cafeterias. The location of washrooms, locker rooms and lunch rooms throughout the plant was a means of getting needed amenities to the workers where they worked, a more efficient means of running a large business with more workers than many small towns. The site of Building 11 is that of the old Pacific Rolling Mills sheet and tin plate warehouse.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

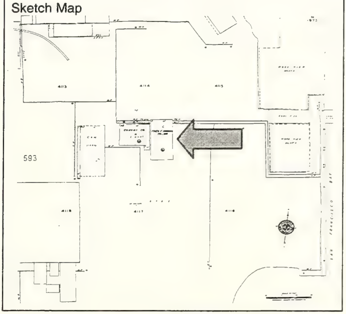
Tool Room and Office (#11) maintains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial Building
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:** July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page _1_ **of** _2_ **Resource Name or #** (Assigned by recorder) Light Warehouse (#6)
***Recorded by** Planning Department – City and County of San Francisco ***Date** 6/20/01 ☐ Continuation ☒ Update

P1. Other Identifier: 50

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 3D

***Resource Name or #** Light Warehouse (#6)

B1. Historic name: Light Warehouse (#6)
B2. Common name: Light Warehouse (#6)
B3. Original Use: Warehouse B4. Present use: Vacant
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941 on vacant land and tidal flats.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The light warehouse was the location for storage of a great number of the pieces required for the outfitting of a ship once the hull was floated into one of the wet basins. Parts for the ventilation system were assembled in the fabricating shed from sheet metal stored in the sheet metal warehouse (neither is extant) and were temporarily stored here before they were placed into the ships.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Light Warehouse (#6) retains integrity of location, design, setting, materials, workmanship, feeling, and association.

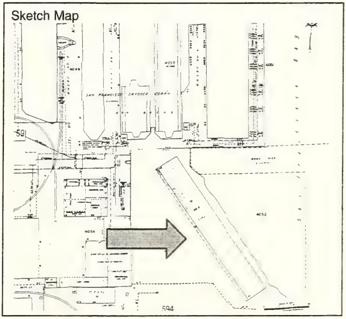
B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial Building
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 1 **of** 2 **Resource Name or #** (Assigned by recorder) Plate Shop No. 2 (#12))
***Recorded by** Planning Department – City and County of San Francisco ***Date** 6/20/01 ☐ Continuation ☒ Update

P1. Other Identifier: 51

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 3D

***Resource Name or #** Plate Shop No. 2 (#12)

B1. Historic name: Plate Shop No. 2 (#12)
B2. Common name: Plate Shop No. 2 (#12)
B3. Original Use: Plate Shop B4. Present use: Unknown
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941 on land formerly occupied by Irish Hill.
***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Plate Shop No. 2, Building 12 was constructed on newly leveled ground where Irish Hill once stood. It was one of a number of buildings that were constructed for the large enterprise of ship construction specifically for World War II.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Plate Shop No. 2, Building 12 maintains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial

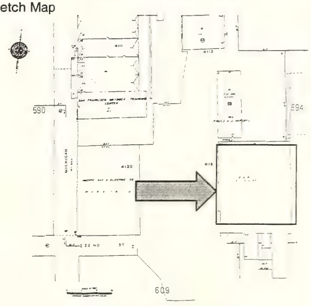
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

***Required information**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ____
HRI # ____
Trinomial ____

Page 1 **of** 2
Resource Name or # Welding Shed (#36)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 52

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #____________
HRI#____________

Page 2 of 2

*NRHP Status Code 3D

*Resource Name or # Welding Shed (#36)

B1. Historic name: Welding Shed (#36)
B2. Common name: Pipe and copper shop
B3. Original Use: Welding Shed
B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941 on vacant land.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**______ **Original Location:**______
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Welding Shed, Building 36 is a property that sheltered outdoor activities so that the work would not have to depend on the weather to continue. It represents the extreme pace at which vessels were being produced by three shifts of workers daily. Its location is important because much of the vacant lands on either side of this building were for steel storage and was also served by rail spurs on which the raw materials arrived. The proximity to Plate Shop No. 1, Building 109 is also important for this reason.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial Building

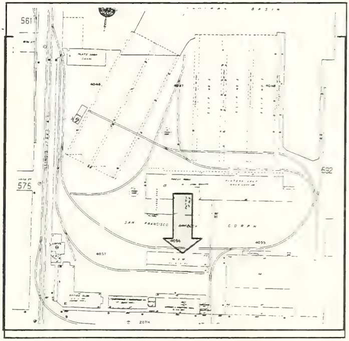
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 1 **of** 2 **Resource Name or #** (Assigned by recorder) Garage No. 1 (#19)
***Recorded by** Planning Department – City and County of San Francisco ***Date** 6/20/01 ☐ Continuation ☒ Update

P1. Other Identifier: 53

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
*NRHP Status Code 3D
*Resource Name or # Garage No. 1 (#19)

B1. Historic name: Garage No. 1 (#19)
B2. Common name: Garage No. 1 (#19)
B3. Original Use: Garage
B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Bethlemhem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 19 was constructed in 1941 on what had been the gateway to the Pacific Rolling Mills property at the foot of 20th Street. This garage is oriented toward the interior of the yard and not 20th Street. This illustrates its function and without pretence to the public, it is simply a garage.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 19 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial

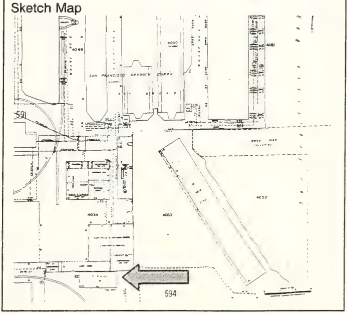
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:** July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 1 **of** 2 **Resource Name or #** (Assigned by recorder) Heavy Warehouse (#14))
***Recorded by** Planning Department – City and County of San Francisco ***Date** 6/20/01 ☐ Continuation ☒ Update

P1. Other Identifier: 54

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

Page 2 **of** 2
***NRHP Status Code** 3D

***Resource Name or #** Heavy Warehouse (#14)

B1. Historic name: Heavy Warehouse
B2. Common name: Heavy Warehouse
B3. Original Use: Warehouse B4. Present use: Unknown
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941 on land formerly occupied by Irish Hill.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 14, the Heavy Warehouse, is the primary warehouse in the expanded shipyard with specialized buildings. This building was used to store large steel items from the machine shop and forge that which went into the outfitting of ships such as drive shafts and assembled engines. Its location was key to its function, within close proximity to Building 113, the machine shop. Before its construction, the site was part of the Pacific Rolling Mills property where the company had built a corral and a two-story stable.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register. Heavy Warehouse (#14) retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes) HP8 Industrial Building

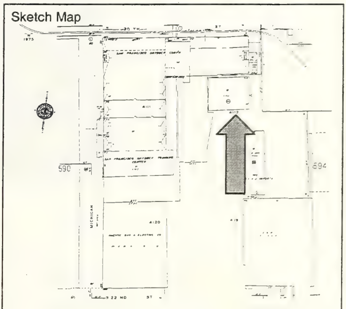
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number** (assigned by recorder) Bethlehem Steel Co. Pipe Rack (Building #120)

P1. Other Identifier: 55

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1956, 1973

***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4046 Lot: 1

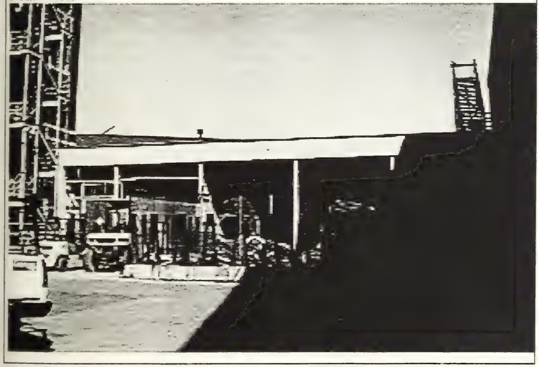
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story, steel frame, semi-attached shed has corrugated metal walls set above a brick base. The western façade features five open bays that reveal an interior brick cross-wall between the first and second bays and a metal cross-wall between the second and third bays. The metal, shed roof features a set of open stairs at the southern end.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View looking east.
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1936, 1942 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **Primary #**____________________
DEPARTMENT OF PARKS AND RECREATION **HRI#**____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 ***NRHP Status Code** 3D

***Resource Name or #** Bethlehem Steel Co. Pipe Rack (Building #120)

B1. Historic name: Bethlehem Steel Co. Pipe Rack (Building #120)
B2. Common name: Bethlehem Steel Co. Pipe Rack (Building #120)
B3. Original Use: Bethlehem Steel Co. Pipe Rack B4. Present use: Storage
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1936, rebuilt 1942.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 120, for pipe racks, is one of several in the yard. It is a modest, open-sided building that is completely utilitarian in design and form. Its location near warehouses and the sawmill is indicative of the assembly work being done in this section of the yard.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 120 maintains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)________________

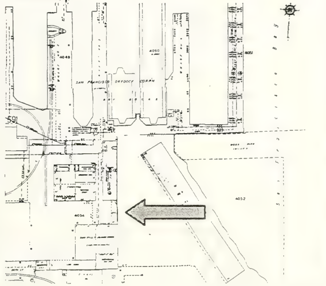
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) Bethlehem Steel Co. Sub-Station #2 (Building 50)

P1. Other Identifier: 56

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1995

***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4046 Lot: 1

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

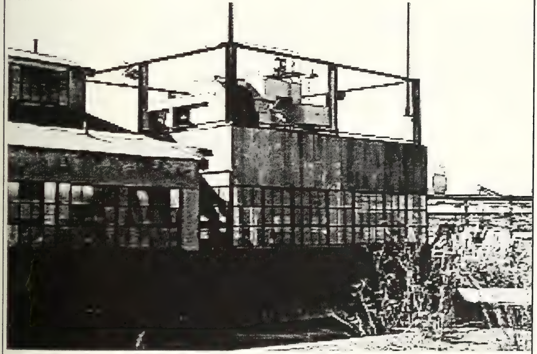
This freestanding, single story steel frame mechanical building is adjacent to the gabled washroom and locker room to the south (Building 110). Although the sub-station's box-like massing differs from Building 110, the composition of the façade is very similar with a brick base surmounted by a continuous band of multi-light steel sash awning windows topped by a band of corrugated metal panels. The northern and southern façades also contain single pedestrian doors. A fence follows the perimeter of the flat roof that contains mechanical equipment.

Building 50 is architecturally and historically tied to Building 110.

***P3b. Resource Attributes:** (list attributes and codes) HP 4 Ancillary Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View looking northwest.
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1941 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street Ste 500
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code 3D

***Resource Name or #** Bethlehem Steel Co. Sub-Station #2 (Building 50)

B1. Historic name: Bethlehem Steel Co. Sub-Station #2 (Building 50)
B2. Common name: Bethlehem Steel Co. Sub-Station #2 (Building 50)
B3. Original Use: Electrical Sub-Station
B4. Present use: Unknown
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1941 on vacant land.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**______ **Original Location:**______
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

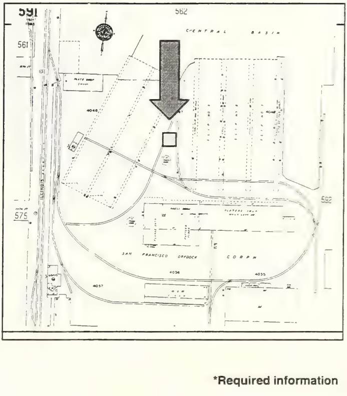
Building 50, sub station number 2 represents the Union Ironworks Plant was in a period of expansion on the site. Power was an increasingly necessary commodity throughout the plant and a number of generators and sub-stations dotted the plant. Architecturally, it is more advanced than many of the utilitarian metal buildings, along with buildings 110 and 119 with their high brick base.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001



(This space reserved for official comments.)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________
HRI #________
Trinomial________
NRHP Status Code________
Other Listings________
Review Code________ Reviewer________ Date________

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) Bethlehem Steel Co. Template Warehouse (Building #30)

P1. Other Identifier: 57
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA 1995
***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4046 Lot: 1

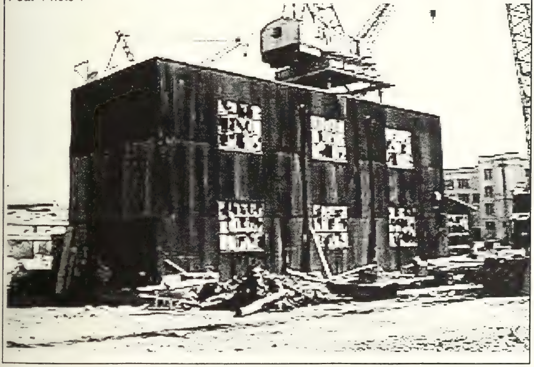
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This freestanding, single story steel frame warehouse with corrugated metal panel walls is orientated in a northeast-southwest direction, which is parallel to slip #4. The northwestern façade features two rows of three, steel sash fixed panel windows with a layout of three vertical by five horizontal lights per window. The northeastern façade has a large, ground level opening. A shorter metal shed with pedestrian doors and several windows is attached to the southwestern façade. Three large openings with metal panel infill cover almost the entire southeastern façade. The roof is flat.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View looking southeast.
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1941 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 of 3 **Resource Name or #** (Assigned by recorder) Bethlehem Steel Co. Template Warehouse (Building #30)

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

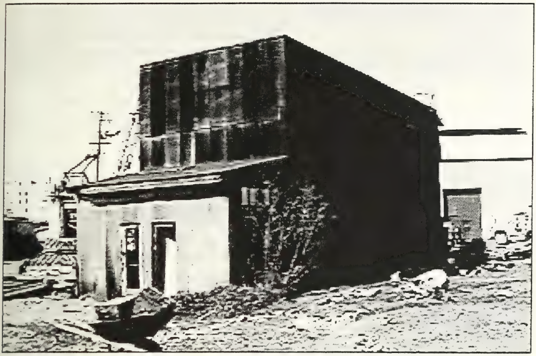


Photo 2. View looking northwest.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 3

***NRHP Status Code** 4D5

***Resource Name or #** Bethlehem Steel Co. Template Warehouse (Building #30)

B1. Historic name: Bethlehem Steel Co. Template Warehouse (Building #30)

B2. Common name: Bethlehem Steel Co. Template Warehouse (Building #30)

B3. Original Use: Template warehouse B4. Present use: Vacant

***B5. Architectural Style:** Modern Industrial

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Constructed 1941 on a site formerly occupied by a shed (1920s) that was tidal flats before 1900.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**______ **Original Location:**__________

***B8. Related Features:**

Welding platform located on eastern side of building at ground level, also associated with slip #4.

B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront

Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Template Warehouse, later used as the Technical Services annex was constructed on an angle parallel to the building set by slip #4 in a northeast-southwest direction. It is associated with an open welding platform between it and slip #4 where work on large ships was carried out.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. This property may become a contributor to a potential San Francisco Yard historic district, once registration requirements for the property type are clarified.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**

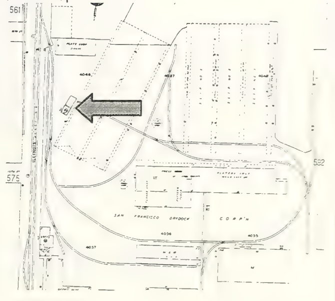
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**

July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #
PRIMARY RECORD	Trinomial NRHP Status Code

Other Listings

Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number** (assigned by recorder) Bethlehem Steel Co. Drydock Office (Building #121)

P1. Other Identifier: 58

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1956, 1973

***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4046 Lot: 1

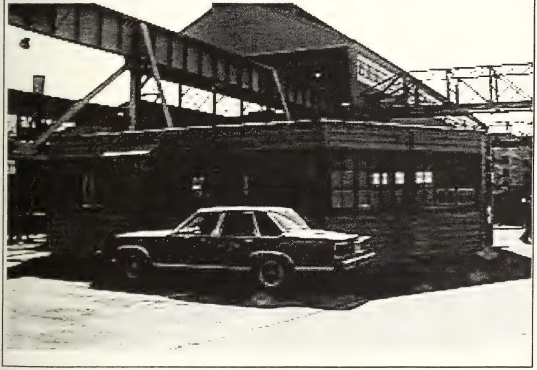
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, freestanding wood frame office building is clad in shiplap siding and has an irregularly shaped six-sided footprint. It was moved before 1975 from its original location near Building #6 on the accompanying location map to the area between Buildings #105, #108, #103 and #119. The eastern façade features a wooden framed pedestrian door protected by a canopy with an infilled transom light. A band of multi-light, wooden casement windows is located on either side of the door and continues onto the northeastern façade. A wooden pedestrian door with a transom light fills most of the narrow northern façade. The western façade is very simple with a different window pattern consisting of three wooden casement windows each with four horizontal lights set in wooden frames and sill. A wooden window with a layout of two vertical by two horizontal lights and another pedestrian door with a canopy are located on the southwestern façade. The flat roof features a fan vent and plain parapet on all façades except the western façade.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View looking southwest.
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1941 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957; General Plan, Bethlehem Steel Corp., October 1975

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # HRI #
CONTINUATION SHEET	Trinomial

Page 2 of 3 **Resource Name or #** (Assigned by recorder) Bethlehem Steel Co. Drydock Office (Building #121)

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

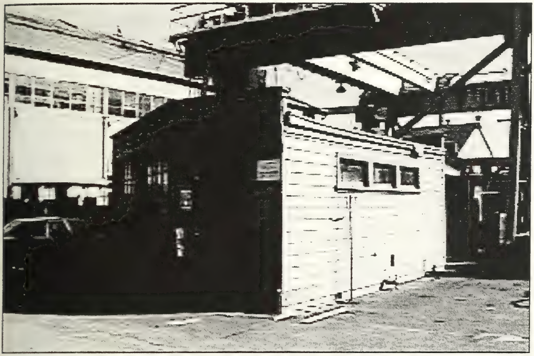


Photo 2. View looking southeast.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3

***NRHP Status Code** 3D

***Resource Name or #** Bethlehem Steel Co. Drydock Office (Building #121)

B1. Historic name: Drydock Office
B2. Common name: Drydock Office
B3. Original Use: Drydock Office B4. Present use: Unknown
***B5. Architectural Style:** Modular frame industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941 at a different location than present, near Building #6 and pier 4.

***B7. Moved?** ☐No ☒Yes **Date:** c. 1975 **Original Location:** Adjacent and to the north of Buildings 6 and 41
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 121 represents the WWII expansion of the yard and the need for supervision of laborers in field offices scattered throughout the plant. Architecturally, this building is interesting in that it is wood framed and that it was designed to be site specific to its original location, a small trapezoidal space between two buildings and a heavily trafficked dock.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 121 retains a high degree of integrity of design, setting, materials, workmanship, feeling, and association. Since it has been moved, it lacks a strict sense of integrity of location -- important because of the site specific, odd shape of the building. Although moved, the building in its present location sits within a similar context of buildings.

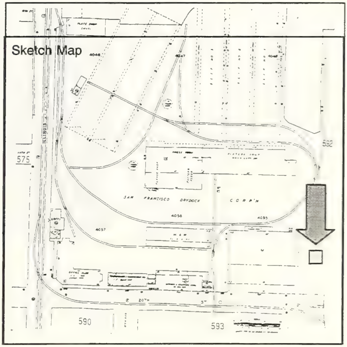
B11. Additional Resource Attributes: (List attributes and codes)________

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________
HRI #________
Trinomial________
NRHP Status Code________
Other Listings________
Review Code________ Reviewer________ Date________

Page 1 of 2 **Resource name(s) or number** (assigned by recorder) Bethlehem Steel Co. Galvanizing Warehouse (Building #49)

P1. Other Identifier: 59

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA 1956, 1973
***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4046 Lot: 1

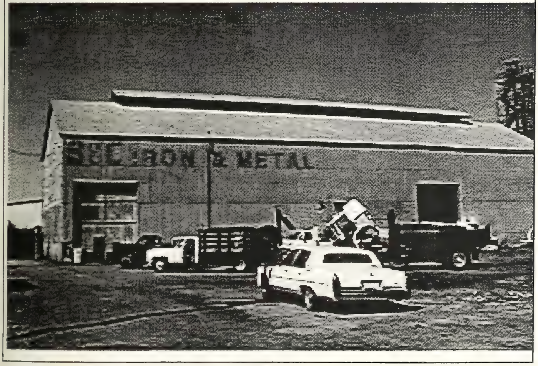
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This freestanding, single story steel frame warehouse with corrugated metal panel walls has a gabled roof with a clerestory running almost the entire length of the building. The few openings on this building have been altered. Several multi-light windows have been covered with metal panels and steel panel infill with pedestrian doors have replaced two large, vehicular door openings. There is faded signage on the southern and western façades that reads "B. & C. Iron & Metal". A shorter metal shed is attached to the eastern façade. A rail spur is located at the southwestern corner of this building.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View looking northeast.
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1941 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #__________
HRI#__________

Page 2 of 2

***NRHP Status Code** 4D5

***Resource Name or #** Bethlehem Steel Co. Galvanizing Warehouse (Building #49)

B1. Historic name: Bethlehem Steel Co. Galvanizing Warehouse (Building #49)
B2. Common name: Bethlehem Steel Co. Galvanizing Warehouse (Building #49)
B3. Original Use. Galvanizing warehouse B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1941.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**________ **Original Location:**__________
***B8. Related Features:**
Brick -lined acid neutralizing pit in front of building.

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

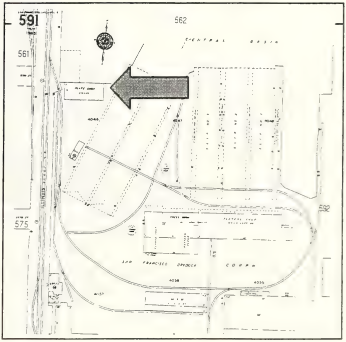
Behind this windowless façade was one of the ecologically dirty activities to be performed at the shipyard. Building 49 was the site for the galvanizing of sheet metal and other metal components for the ships. This building is located, appropriately at the farthest corner of the plant. The process of galvanization involves the electrical and chemical transfer of one base metal (zinc) onto a more noble metal (steel), which inhibits rust. Part of the function of the interior was located in the shed addition, which contains a storage room and battery charging room. The interior is outfitted with Judson-Pacific 6-ton cranes to handle the steel and iron into the dipping tanks.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. This property may become a contributor to a potential San Francisco Yard historic district, once registration requirements for the property type are clarified.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:** July 20, 2001



(This space reserved for official comments.)

DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number** (assigned by recorder) Bethlehem Steel Co. Welding Shed (Building #66)

P1. Other Identifier: 60

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1956, 1973

***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4052 Lot: 1
See accompanying location map under Building #66

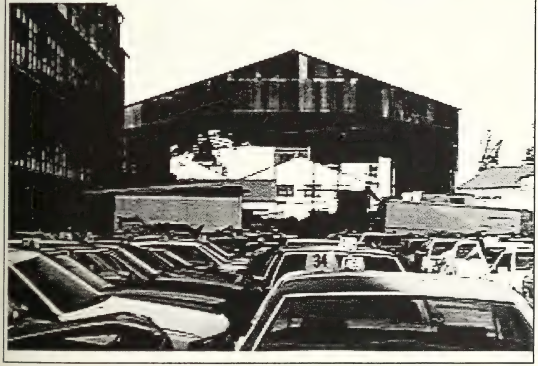
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This large, single story, steel frame shed with corrugated metal siding and gabled roof is almost completely open on the northern and southern façades; providing an unobstructed north/south view through the building.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View looking north.
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1944 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
*NRHP Status Code 4D5
*Resource Name or # Bethlehem Steel Co. Welding Shed (Building #66)

B1. Historic name: Welding Shed
B2. Common name: Building 66
B3. Original Use: Welding platform
B4. Present use: Open storage
*B5. **Architectural Style:** Industrial
*B6. **Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1944 on mostly vacant land, which was also occupied by a small yard office.
*B7. **Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
*B8. **Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
*B10. **Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The land on which Building 66 sits is a part of the historic Pacific Rolling Mills lands. In 1900, there was a "punching shed" on the site. By 1915, that building was taken down and the land mostly left vacant save for a small office. When Building 66 was constructed in 1944, most of the yard was actively used for the production of war vessels. This open building sheltered outdoor activities so that the work would not have to depend on the weather to continue. It represents the extreme pace at which vessels were being produced by three shifts of workers daily.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. This property may become a contributor to a potential San Francisco Yard historic district, once registration requirements for the property type are clarified.

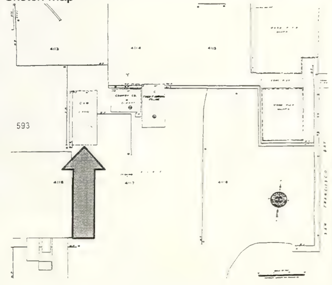
B11. Additional Resource Attributes: (List attributes and codes)
*B12. **References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

*B14. **Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)
*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) Bethlehem Steel Co. Stress Relieving (Building #16)

P1. Other Identifier: 61
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA 1956, 1973
***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4052 Lot: 1

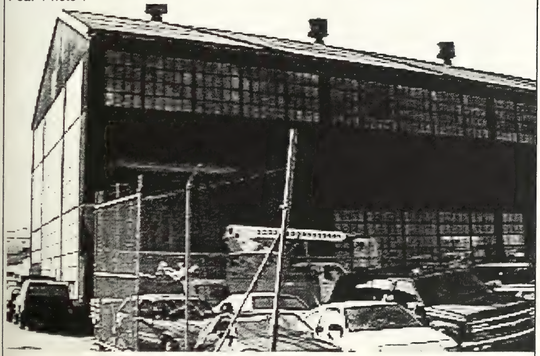
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This one-story warehouse is steel frame construction with corrugated metal panel walls. The northern end of the warehouse is attached to the Layout Yard (Building #15), and the eastern end of a mechanical building is attached to the fourth bay of the western façade of this warehouse. The upper portion of all exposed facades features a band of multi-light, steel sash awning windows that is four lights high. The eastern façade has five bays and two roll-up steel doors that interrupt a lower band of windows. The southern façade is divided into three bays and is almost entirely covered with multi-light, steel sash windows. It also contains a metal pedestrian door with windows and a painted sign that reads, "No admittance except on business, No lunches or toolboxes allowed in this building". The southern bay of the western façade contains two roll-up steel doors of different sizes. From a courtyard formed by neighboring buildings (Buildings #15, #32, and a mechanical building), more multi-light, steel sash windows and two metal pedestrian doors with windows are revealed on the western façade. There are five vents on the spine of the gabled roof.

A single story steel frame mechanical building is attached to the warehouse to the east and is situated very close to a warehouse to the west (Building #32). An exterior chimney is located on both the southern and northern façades that are open-sided and feature many exposed pipes and ducts. Single story rectangular towers/sheds with corrugated metal siding are located on the eastern and western ends of the gabled roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View looking northwest
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1941 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) Bethlehem Steel Co. Stress Relieving (Building #16)
***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

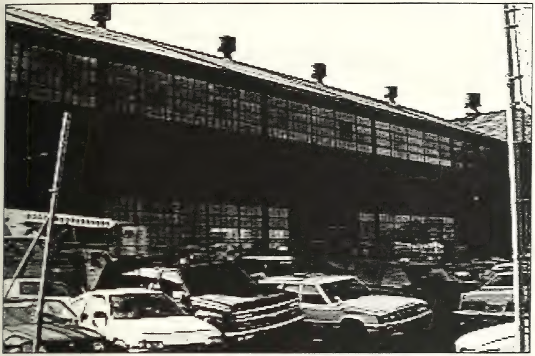


Photo 2. View looking northwest.

Photo 3. View of mechanical building looking northeast.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3

***NRHP Status Code** 3D

***Resource Name or #** Bethlehem Steel Co. Stress Relieving (Building #16)

B1. Historic name: Bethlehem Steel Co. Stress Relieving (Building #16)
B2. Common name: Bethlehem Steel Co. Stress Relieving (Building #16)
B3. Original Use: Warehouse
B4. Present use: Unknown
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941 on a leveled site formerly part of Irish Hill. Mechanical wing added before 1946.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Stress Relieving Warehouse was the location of heavy industrial activities. Related to quality control, pre-assembled welded components for ship hulls that were being assembled in slips 5, 6, 7, or 8 would have joints relieved of the stress inherent in the bond from welds that were not perfect. Stress relieving involved the process of re-heating the juncture, burning the ridge and inserting a splint or "strong back" mechanically and re-welding the joint under a controlled environment.

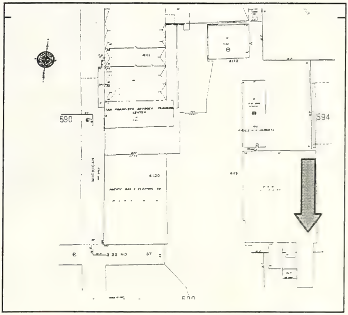
The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 16 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001


4111
4112
SAN FRANCISCO DRYDOCK TRAINING CENTER
590
594
MICHIGAN
4120
PACIFIC GAS & ELECTRIC CO
4119
22 ND ST

(This space reserved for official comments.)

DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) Bethlehem Steel Co. Template Warehouse (Building #32)

P1. Other Identifier: 62

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA 1995
***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4052 Lot: 1

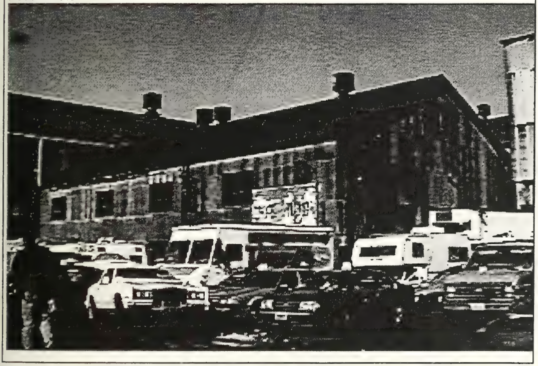
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story, semi-attached, rectangular warehouse is steel frame construction with corrugated metal panel walls. Its northern end is attached to Building #15. The western façade features two rows of four, evenly spaced rectangular multi-light steel sash awning windows with steel sills and a faded painted sign that reads "Kal Auto". The southern façade contains vents and a metal pedestrian door with four windowpanes. Multi-light steel sash windows can be seen on the eastern façade from the courtyard formed by neighboring warehouses. There are two vents located on the spine of the gabled roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View looking northeast.
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1941 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
***NRHP Status Code** 3D
***Resource Name or #** Bethlehem Steel Co. Template Warehouse (Building #32)

B1. Historic name: Bethlehem Steel Co. Template Warehouse (Building #32)
B2. Common name: Bethlehem Steel Co. Template Warehouse (Building #32)
B3. Original Use: Template Warehouse B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941 on land formerly occupied by Irish Hill.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**______ **Original Location:**______
***B8. Related Features:** Bethelhem Steel complex buildings

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Template Warehouse, Building 32 was the warehouse where the wooden templates used to mark the steel plates were stored. In the process of producing a ship from blueprint to hull, the plans were first transferred to a life-size model in the mold loft. This pattern is then taken to the mold makers who make a template out of wood, which is used for the guidance of marking the steel plates. When involved in the production of multiple hulls of the same design, the templates can be reused over and over again.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

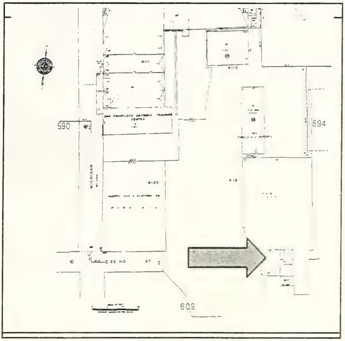
Building 32 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) Bethlehem Steel Co. Washroom and Locker Room (#25)

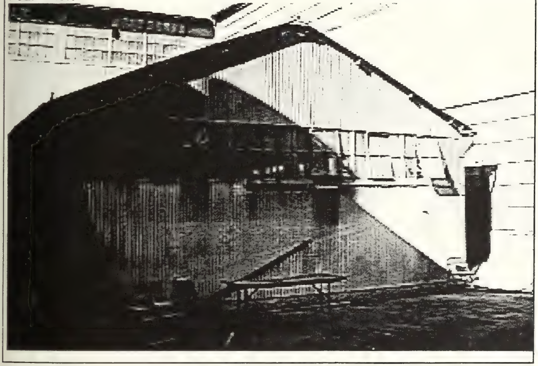
P1. Other Identifier: 63
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA 1995
***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4052 Lot: 1
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story, steel frame industrial building with corrugated metal panel walls is located in a courtyard created by four industrial buildings (#15, #16, #32 and mechanical building). The northern end is attached to Building #15. A band of multi-light, steel sash pivot and awning windows runs continuously on three exposed façades. Metal double doors with windows appear on the western façade. The gabled roof features exposed purlins. This building contains shower/bathroom wash facilities.

***P3b. Resource Attributes:** (list attributes and codes) HP 4 Ancillary Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from courtyard looking north.
03-26-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1941 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957
***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (list)

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Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 3D

*Resource Name or # Bethlehem Steel Co. Washroom and Locker Room (#25)

B1. Historic name: Washroom and Locker Room (#25)
B2. Common name: Washroom and Locker Room (#25)
B3. Original Use: Washroom and Locker Room B4. Present use: Vacant
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**______ **Original Location:**______
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 25 was constructed on land formerly occupied by Irish Hill, which in 1900 was the intersection of 22nd & Maryland Streets -- a saloon and a stable. These were demolished for the expansion of the San Francisco Yard. The location of washrooms, locker rooms and lunch rooms throughout the plant was a means of getting needed amenities to the workers where they worked, a more efficient means of running a large business with more workers than many small towns.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 25 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

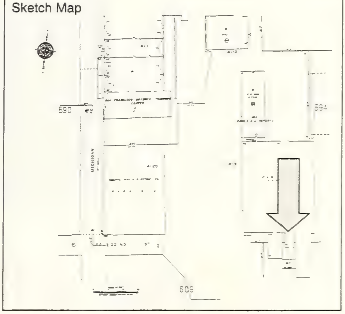
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:** July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) Bethlehem Steel Co. Layout Yard (Building #15)

P1. Other Identifier: 64
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA 1995
***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4052 Lot: 1
See accompanying location map under building #15

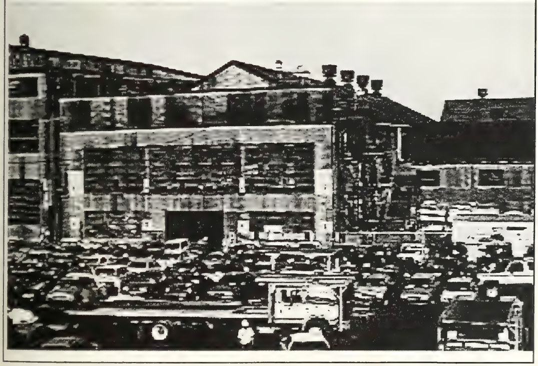
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This large, one-story warehouse is steel frame construction with corrugated metal panel walls. It is attached to four other warehouses, three to the south (#32, #25, and #16) and one to the north (#12). The only exposed areas of this warehouse are the western and eastern ends. The upper portion of the western façade features a plain steel parapet above a continuous band of multi-light, steel sash pivot windows that is seven lights high and covers almost the entire width of the façade. The three bays of this façade are articulated more clearly on the lower portion, which features two outer bays of multi-light, steel sash windows that are four lights high with metal sills and a center bay with a large roll-up steel door and a metal pedestrian door with windows. Three bays are exposed on the western end of the southern façade which features on the upper portion, a continuous band of multi-light, fixed pane steel sash windows that are four lights high. A similar band of windows is located closer to the ground level and is interrupted by a large opening in the center bay. Attached to the exterior of the western bay is a metal staircase leading to the flat portion of the roof that houses mechanical equipment. The eastern end of the southern façade is very plain with no openings. The upper portion of the eastern façade features a band of multi-light, steel sash pivot windows with sills and the lower portion contains a roll-up steel door and multi-light, steel sash pivot windows. A fire escape is located on the exterior of this façade in the gable. Four vents are located on the spine of the gabled roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View looking northeast.
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1941 – General Plan, Bethlehem Steel Co.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
General Plan, Bethlehem Steel Co., Shipbuilding Division, January 1957

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) Bethlehem Steel Co. Layout Yard (Building #15)

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

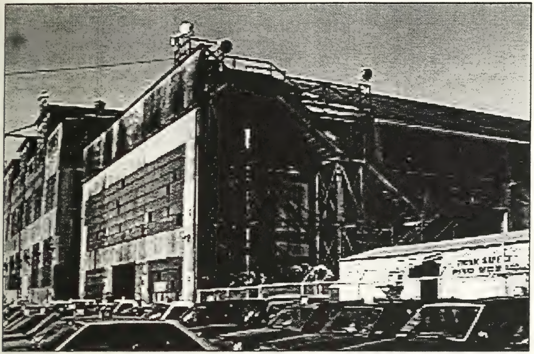


Photo 2. View looking northeast.

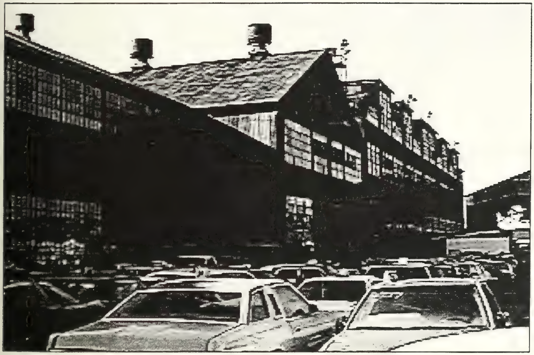


Photo 3. View looking northwest. Building #15 is the one with the gabled roof in the center of the photograph.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

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***NRHP Status Code** 3D

***Resource Name or #** Bethlehem Steel Co. Layout Yard (Building #15)

B1. Historic name: Bethlehem Steel Co. Layout Yard (Building #15)
B2. Common name: Bethlehem Steel Co. Layout Yard (Building #15)
B3. Original Use: Layout Yard
B4. Present use: Unknown
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941 on land formerly occupied by Irish Hill.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Layout Yard Building served as an intermediate staging area for the steel panels of a vessel's hull. As the plates left the plate shop (Building 12) adjacent to the north, they would be loosely set out and numbered and checked against the molds and plans. This process assured that the welders would have the correct panels lined up for welding. This would occur on either one of the welding platforms, if sectionally assembled, or directly on the hull of the ship in one of the slips adjacent to the east.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 15 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

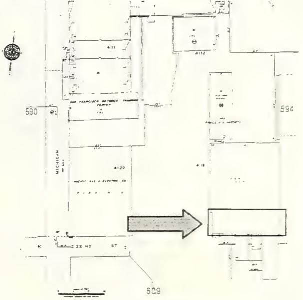
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map


4111
4112
590
594
SAN FRANCISCO DRYDOCK TRAINING CENTER
MICHIGAN
4120
4119
PACIFIC GAS & ELECTRIC CO
22 ND ST
609

State of California — The Resources Agency
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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number** Test Room, Building #23

P1. Other Identifier: 65

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1995

***c. Address** **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4111 Lot: 1

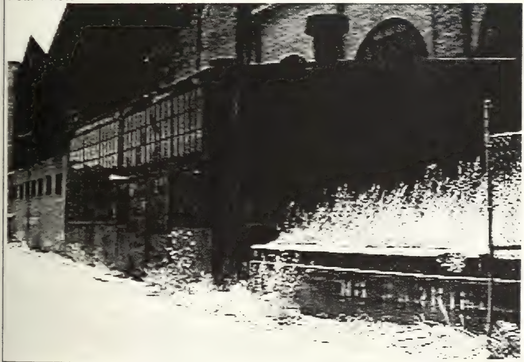
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A single story steel frame building with a shed roof and corrugated steel siding. Large industrial steel sashes dominate the eastern and northern façades. The eastern façade also features a pair of sliding steel doors, also with steel sashes. The western wall is shared with Building 113; the southern wall is shared with Building 24.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View southwest from 20th and Louisiana Streets.

***P6. Date Constructed/Age and Sources:** ☒historic
1941- Bethlehem Steel General Plan

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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BUILDING, STRUCTURE, AND OBJECT RECORD

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***NRHP Status Code** 3D

***Resource Name or #** Test Room, Building 23

B1. Historic name: Test Room, Building 23
B2. Common name: Test Room, Building 23
B3. Original Use: Test Room
B4. Present use: Vacant
***B5. Architectural Style:** Modern Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Constructed in 1941 on a site that had been occupied by a coal shed for Building 113.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Bethlehem Steel complex buildings
B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The site of Building 23 was originally set to be Louisiana Street before 1900 when it was occupied by a coal shed. That shed was replaced by 1915 and demolished by 1920. In 1940, the Board of Supervisors closed the streets within Block 4052 by Resolution 1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII. It is not clear what tests were conducted here, although this is not a controlled environment, leading one to believe that the tests were industrial and not scientific.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

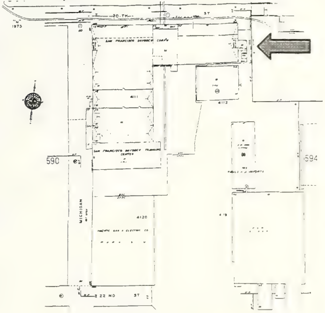
Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Building 23 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map


20-TH
ST
"N"
1975
SAN FRANCISCO DRYDOCK CORP'N
4111
4112
SAN FRANCISCO DRYDOCK TRAINING CENTER
590
594
MICHIGAN
4120
PACIFIC GAS & ELECTRIC CO
22 ND
ST

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code　　Reviewer　　Date

Page 1 of 2　　**Resource name(s) or number** Washroom and Locker room, Building #29

P1. Other Identifier: 66

***P2. Location:** ☐Not for Publication ☒Unrestricted　　***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1995

***c. Address**　　**City** San Francisco　　**Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number　Block: 4111　Lot: 1

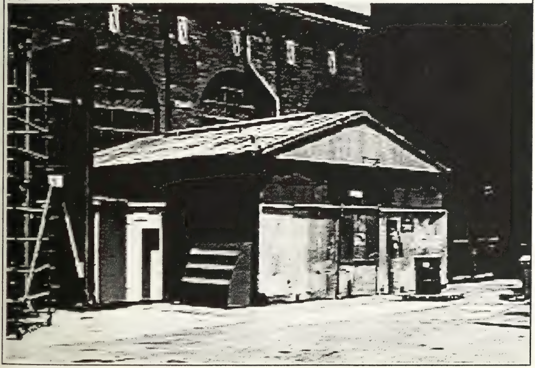
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This is a single story steel frame building with corrugated steel siding. A band of industrial steel sash windows runs the perimeter of the building below the eves and gables. The gabled roof is covered with corrugated steel.

***P3b. Resource Attributes:** (list attributes and codes) HP 4　Ancillary Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View northeast from courtyard south of Building 113.

***P6. Date Constructed/Age and Sources:** ☒historic
1941, Bethlehem Steel General Plan

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") Bethlehem Steel General Plan.

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
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Primary #____________
HRI#____________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

***NRHP Status Code** 4D5

***Resource Name or #** Washroom and Locker room, Building 29

B1. Historic name: Washroom and Locker room, Building 29
B2. Common name: Washroom and Locker room, Building 29
B3. Original Use: Washroom and Locker room B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941.

***B7. Moved?** ☐**No** ☒**Yes** ☐**Unknown** **Date:** c. 1977-1983 **Original Location:** east of building 49
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The location of washrooms, locker rooms and lunch rooms throughout the plant was a means of getting needed amenities to the workers where they worked, a more efficient means of running a large business with more workers than many small towns.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. This property may become a contributor to a potential San Francisco Yard historic district, once registration requirements for the property type are clarified.

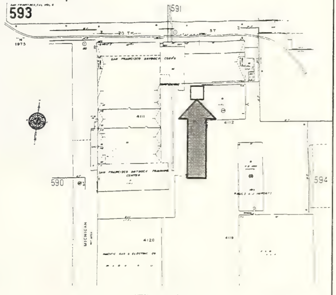
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map


593
591
20 TH
ST
1975
SAN FRANCISCO DRYDOCK CORP'N
4111
4112
590
SAN FRANCISCO DRYDOCK TRAINING CENTER
594
MICHIGAN
4120
PACIFIC GAS & ELECTRIC CO
4119

State of California — The Resources Agency
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PRIMARY RECORD

Primary #
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Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number** Bethlehem Steel Co. Washroom and Locker Room (#24)

P1. Other Identifier: 67
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA 1956, 1973
***c. Address** **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4111 Lot: 1

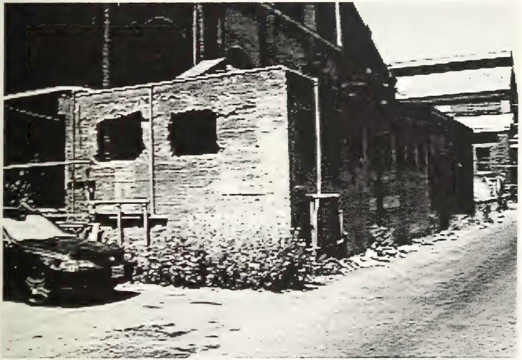
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A single story exposed concrete building, rectangular in plan with a low-pitched roof and pole gutters. There are eight square windows on the long eastern façade and two similar openings on the southern façade. Many of the windows and some of the wooden frames are missing. There is no ornamentation.

***P3b. Resource Attributes:** (list attributes and codes) HP 4 Ancillary Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from block 4052 (former Georgia Street) looking north. Building 113 is seen to the left.
March 2001

***P6. Date Constructed/Age and Sources:** ☒historic
Built in 1941 B. Steel General Plan

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
March 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
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BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #________________
HRI#________________

Page 2 of 2
***NRHP Status Code** 6Z1
***Resource Name or #** Bethlehem Steel Co. Washroom and Locker Room (#24)

B1. Historic name: Bethlehem Steel Co. Washroom and Locker Room (#24)
B2. Common name: Bethlehem Steel Co. Washroom and Locker Room (#24)
B3. Original Use: Washroom and locker room
B4. Present use: Vacant
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1941.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** ________ **Original Location:**________
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The location of washrooms, locker rooms and lunch rooms throughout the plant was a means of getting needed amenities to the workers where they worked, a more efficient means of running a large business with more workers than many small towns.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Building 24 retains integrity of location, setting, and association but lacks integrity of materials, design, feeling and workmanship. It is the only remaining concrete example of a washroom on the site, but it has lost sufficient integrity so that its function or previous appearance is no longer discernible. This property appears not to have particular cultural or historical value.

B11. Additional Resource Attributes: (List attributes and codes)

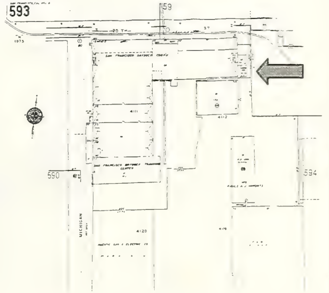
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)
*Required information

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PRIMARY RECORD

Primary #
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Trinomial
NRHP Status Code
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Page 1 of 2 **Resource name(s) or number** (assigned by recorder) Fire Station

P1. Other Identifier: 68

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1956, 1973

***c. Address** **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Near Block: 9900 Lot: 1

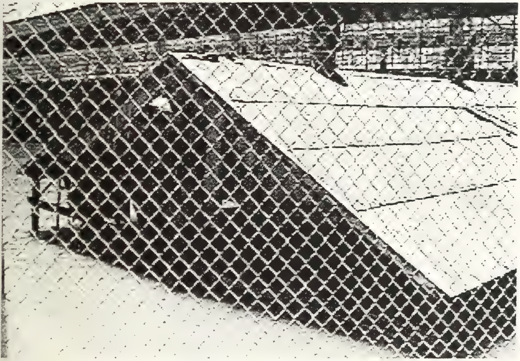
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Located partially submerged in the San Francisco Bay, Building 41 is a single story, steel frame building with corrugated steel siding and roof. Much of the siding and any windows that may have been present are now missing. The pier on which it was constructed has settled into the Bay.

***P3b. Resource Attributes:** (list attributes and codes) HP4 Ancillary Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Pier 6 looking south.
June 18, 2001.

***P6. Date Constructed/Age and Sources:** ☒historic
1941 Bethlehem Steel General Plan

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
July 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
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BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code 6Z1

*Resource Name or # Fire Station

B1. Historic name: Fire Station
B2. Common name: Fire Station
B3. Original Use: Fire Station
B4. Present use: Vacant
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1941

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building 41, the Fire House is one of the safety features added during the Bethlehem Steel/WW II period. It, along with the location of washrooms, locker rooms and lunch rooms throughout the plant was a means of getting needed amenities to the workers where they worked, a more efficient means of running a large business with more workers than many small towns.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

This property appears not to have particular cultural or historical value.

Building 41 maintains integrity of location, design, and association. However, due to its compromised setting partially submerged in the San Francisco Bay, it lacks integrity of workmanship, setting, materials and feeling.

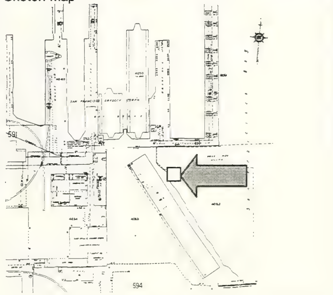
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number** (assigned by recorder) Sub Station #6 (Building 64)

P1. Other Identifier: 69

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1956, 1973

***c. Address** Pier 70 **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 70

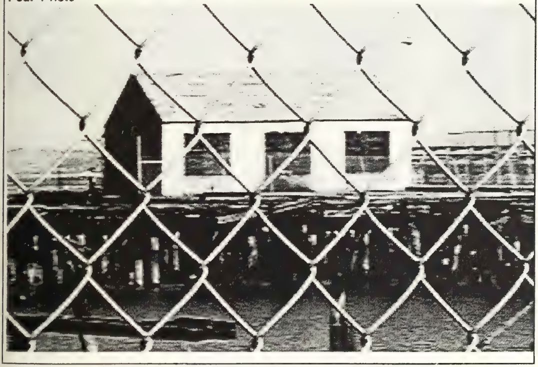
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This is a single story, steel frame building with corrugated steel siding and corrugated steel roof. There are three bays of industrial steel sash on the western façade and a sliding steel door on the northern façade. The elevations of the other facades are unknown at this time.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View looking southeast.
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic
Pre-1948

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
1948 Aerial Photograph

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code 4D5

***Resource Name or #** Sub Station #6 (Building 64)

B1. Historic name: Sub Station #6
B2. Common name: Sub Station # 6
B3. Original Use: Electrical sub-station B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1945

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**______ **Original Location:**______
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

As electric power was an increasingly necessary commodity throughout the plant, Building 64, Sub Station #6 and a number of other generators and sub-stations dotted the plant.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. This property may be a contributor to a fully documented district that may become eligible for listing when registration requirements for the property type are clarified.

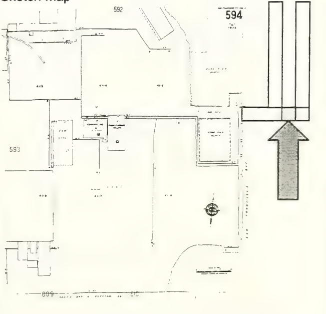
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number** Crane support

P1. Other Identifier: 70

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1995

***c. Address** east of building 49 **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block:4046 Lot: 1

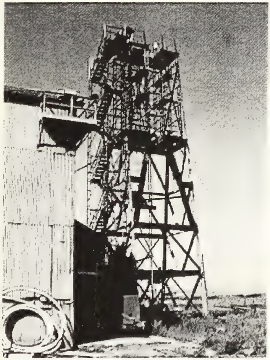
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Standing approximately 60 feet, this open-sided, steel structure is the support frame from a rolling crane. The lower portion is historic with a modern pipe frame structure added to the top surmounted by a viewing platform and a small telephone booth-sized enclosure at the top. An open staircase winds up the western side of the structure.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from block 4056 open space looking north. April 3, 2001.

***P6. Date Constructed/Age and Sources:** ☒historic
c. 1941

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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Primary #____________
HRI#____________

BUILDING, STRUCTURE, AND OBJECT RECORD

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***NRHP Status Code** 6Z1

***Resource Name or #** Crane support

B1. Historic name: Unknown
B2. Common name: Crane support
B3. Original Use: Crane support
B4. Present use: Viewing platform
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Unknown

***B7. Moved?** ☐No ☒Yes ☐Unknown **Date:** unknown **Original Location:** unknown
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1856-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The crane support structure has been located to this location and altered. It is not a rare example of crane support structures and it is in fact the least complete example of this property type.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

This property appears not to have particular cultural or historical value.

This structure lacks integrity of location, design, setting, and feeling, but retains some integrity of materials, workmanship and association.

B11. Additional Resource Attributes: (List attributes and codes)________
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

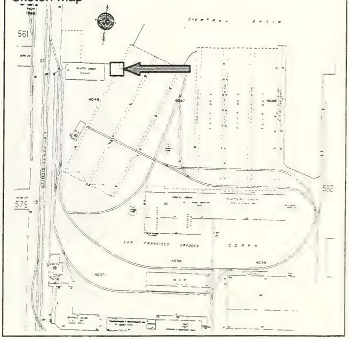
***B14. Evaluator:**

B14. Evaluator:
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 5 **Resource name(s) or number**(assigned by recorder) Slip #4 and Cranes

P1. Other Identifier: 71

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1995

***c. Address** San Francisco Yard, Pier 70 **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4046 Lot: 1
See accompanying location map under Slip #4 and Cranes #12 and #14

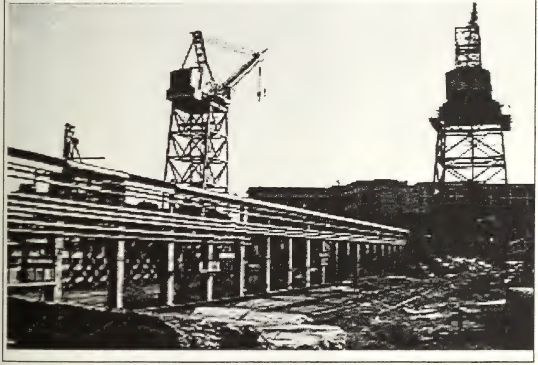
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Slip #4 consists of two steel Cranes: #4 and #30 located on either side of a shipway. A support structure for the hull of docked ships runs through the center of the slip. The steel slipway structures for the cranes are located on a rail running parallel to the slip, which allowed them to move along the side of the ship. Railroad spurs run parallel to the slip. The entire grouping of elements is oriented on an axis running roughly northeast – southwest.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View looking south
03-22-2001

***P6. Date Constructed/Age and Sources:** ☒historic

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # ______ HRI # ______
CONTINUATION SHEET	Trinomial ______

Page 2 of 5 **Resource Name or #** (Assigned by recorder) Slip #4 and Cranes

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

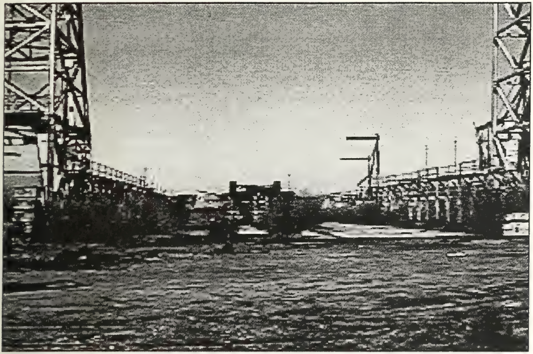


Photo 2. View looking northeast. Wooden structure that was used to support the hull is located in the center of this photograph.

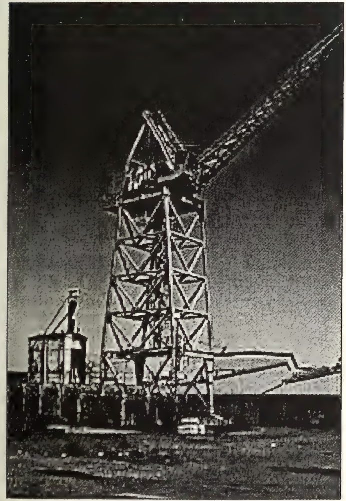


Photo 3. View of eastern crane (#30) looking northeast.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 3 of 5 **Resource Name or #** (Assigned by recorder) Slip #4 and Cranes

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

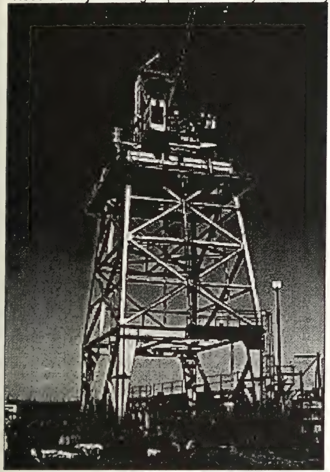


Photo 4. View of western (#14) crane looking northeast.

Photo 5. View of utility pole looking south

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 4 of 5 **Resource Name or #** (Assigned by recorder) Slip #4 and Cranes

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

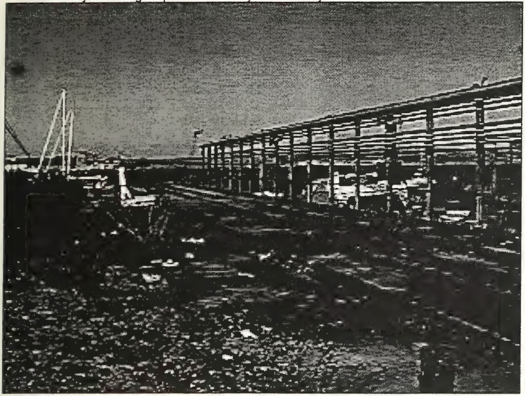


Photo 6. Crane rail system.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

Page 5 **of** 5

***NRHP Status Code** 4D2

***Resource Name or #** Slip 4 and Cranes

B1. Historic name: 1900: Slip 6; 1915: Slips 5 and 6
B2. Common name: Slip #4
B3. Original Use: Boat slip
B4. Present use: Boat slip
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Constructed in 1941 on the site formerly occupied by Union Iron Works, Slip numbers 5 and 6, although the Sanborn Map did not survey the area until 1900.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Although Slip #4 can, with certainty trace its origins to the 1890s and the Union Iron Works period from 1883-1902, the organic nature of rebuilding slips has left Slip #4 relevant to the Bethlehem Steel/WWII period of significance covering the years 1940-1945. The two cranes that are associated with Slip 4 are strong visual landmarks for the larger Central Waterfront area. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on Bethlehem Steel and government land. Bethlehem Steel controlled the activities within the buildings and on the land. This period includes at least 25 buildings, structures and objects.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed on the district.

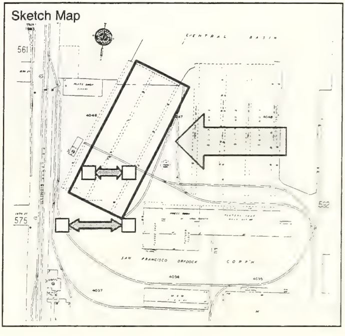
Slip #4 retains a moderate degree of integrity of location, design, setting, materials, workmanship, feeling, and association to the Bethlehem Steel/WWII period of significance. More research needs to be completed to determine if the current conditions of Slip 4 show a resource with integrity of its engineering components, or if some key elements are no longer extant.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number** Pier 68

P1. Other Identifier: 72

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA. 1995

***c. Address** **City** San Francisco **Zip** 94107

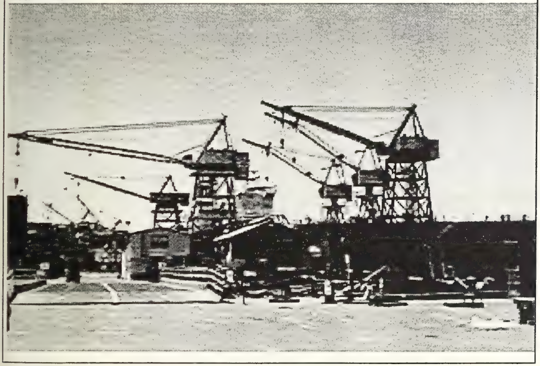
***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 068

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
Pier 68 includes Slips 1, 2 and 3; Wet Basins 1, 2, 3 and 4; Wharves (piers) 1, 3, 4 and 5; and Floating dry docks 1 and 2.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☐Structure ☐Object ☒Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from foot of Wharf 4 looking west.

***P6. Date Constructed/Age and Sources:** ☒historic
1883-1970s

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☒Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3
*NRHP Status Code 6Z1

*Resource Name or # Pier 68

B1. Historic name: Pier 68
B2. Common name: Pier 70
B3. Original Use: Wharves, slips, piers and dry-docks
B4. Present use: Wharves, slips, piers and dry docks
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Slip 1 was constructed in 1886, rebuilt in 1915 and 1941. Slip 2 was constructed in 1900 and rebuilt in 1915. Slip 3 was constructed in 1900 and rebuilt in 1915. Between 1959 and 1964, Slips 1,2 and 3 were infilled.

Wet basins: No. 1 was constructed in 1918. Wet Basin 2 was constructed in 1886. Wet Basin 3 was constructed in 1941 and contains a short dry dock.

Wharves (piers): Wharf 1 was constructed in 1886 and rebuilt in 1915. Wharf 3 was constructed in 1886 and rebuilt in 1918 and 1967. Wharf 4 was constructed in 1957. Wharf 5 was constructed in 1942.

Floating dry docks: Dry dock 1 was constructed in 1943 and Dry dock 2 was constructed in 1970.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:**
B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Union Iron Works Period, from 1883-1902 has six representative buildings, structures and objects: Buildings 113, 114, 104, Pier 68, Slip #4 and parts of the rail spur system. Additionally, existing later buildings incorporated parts of buildings of this period: Buildings 118, 105 and possibly 109. Geographically, Union Iron Works covers Pier 68 and the northwest part of the greater Pier 70 area (Blocks 4046, 4110).

This property appears not to have particular cultural or historical value.

Pier 68 retains a minimal degree of integrity of location, design, setting, feeling, and association and lacks integrity of materials and workmanship,

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

Sketch Map

(See Continuation Page.)

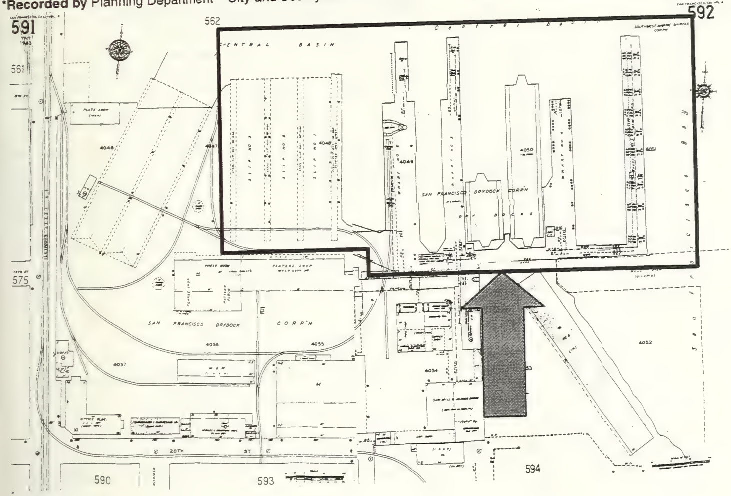
(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 3 of 3 **Resource Name or #** (Assigned by recorder) Pier 68

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update



591
592
562
561
575
590
593
594
Central Basin
Slip No 3
Slip No 2
Slip No 1
Plate Shop
4046
4047
4048
4049
4050
4051
4052
4054
4055
4056
4057
San Francisco Drydock Corp'n
Dry Docks
Wharf No
Platers Shop
Pattern Floor
San Francisco Bay
Illinois Street
20th St
Office Bldg
Saw Mill & Joiner Shop

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) Pier 68, Pier 1

P1. Other Identifier: 72 – Pier 68: Piers 1, 3, 4, and 5

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, Calif. **Date:** 1995

***c. Address** **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 068

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

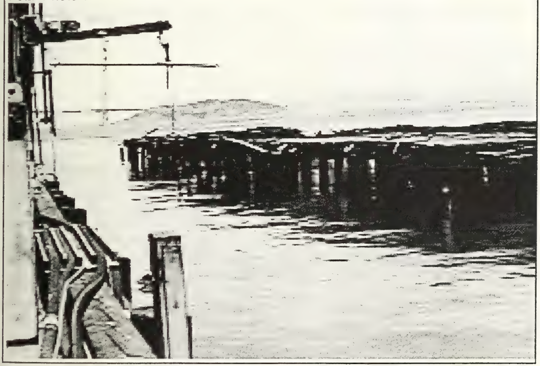
A portion of the greater Pier 70 area, Pier 68 includes; Piers 1, 3, 4 and 5 of the San Francisco Yard. The water between piers is known as Wet Basins 1, 2, 3 and 4. Two floating dry docks are currently located at Pier 68, one on the west side of Pier 4 and a second east of Pier 5.

Piers 1, 3, 4 and 5 are oriented north – south. Pier 1 has concrete piles and a partly collapsed wood deck.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View north from Pier 68,
June 18, 2001.

***P6. Date Constructed/Age and Sources:** ☒historic
1883-1970s, Sanborn maps

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001.

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 4D5
***Resource Name or #**Pier 68, Pier 1

B1. Historic name: Pier 68
B2. Common name: Pier 70
B3. Original Use: Piers and dry-docks
B4. Present use: Piers and dry docks
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Wharves (piers): Pier 1 was constructed in 1886 and rebuilt in 1915.

Wet Basins: No. 1 was created in 1918. Wet Basin 2 was created in 1886. Wet Basin 3 was created in 1941.

Floating dry docks: Dry Dock 1 was constructed in 1943 and Dry Dock 2 was constructed in 1970.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**__________________

***B8. Related Features:**

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The outfitting piers of Pier 68 have been used since the 1880s and the Union Iron Works up to the present and the San Francisco Drydock Corporation. Ship hulls assembled on the slips were outfitted with interior fittings here, as well as the repair of large vessels both at the piers themselves, and in the floating dry docks.

The Union Iron Works Period, from 1883-1902 has six representative buildings, structures and objects: Buildings 113, 114, 104, Pier 68, Slip #4 and parts of the rail spur system. Additionally, existing later buildings incorporated parts of buildings of this period: Buildings 118, 105 and possibly 109. Geographically, Union Iron Works covers Pier 68 and the northwest part of the greater Pier 70 area (Blocks 4046, 4110).

Pier 68 retains a minimal degree of integrity of location, design, setting, feeling, and association and lacks integrity of materials and workmanship.

This resource may be a contributor to a fully documented district that may become eligible for listing when registration requirements for the property type are clarified. Additionally, piles from successive generations of piers in this location will remain *in situ* and should be evaluated in any archeological investigation.

B11. Additional Resource Attributes: (List attributes and codes) AH 13 Wharf

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

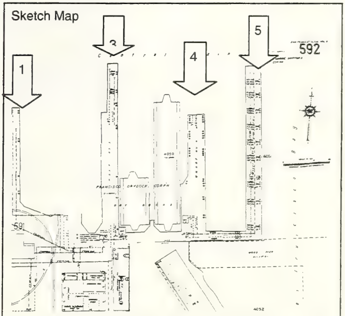
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) Pier 68, Pier 3

P1. Other Identifier: 72 – Pier 68: Piers 1, 3, 4, and 5
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, Calif. **Date:** 1995
***c. Address** **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 068

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

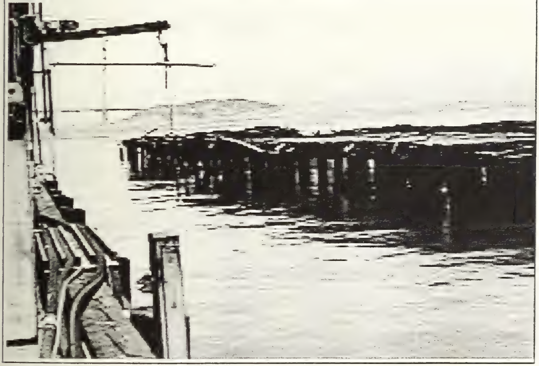
A portion of the greater Pier 70 area, Pier 68 includes; Piers 1, 3, 4 and 5 of the San Francisco Yard. The water between piers is known as Wet Basins 1, 2, 3 and 4. Two floating dry docks are currently located at Pier 68, one on the west side of Pier 4 and a second east of Pier 5.

Piers 1, 3, 4 and 5 are oriented north – south. Pier 3 is constructed of concrete and steel and is of very substantial construction.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View north from Pier 68,
June 18, 2001.

***P6. Date Constructed/Age and Sources:** ☒historic
1883-1970s, Sanborn maps

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001.

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #__________
HRI#__________

Page 2 **of** 2

***NRHP Status Code** 4D5

***Resource Name or #**Pier 68, Pier 3

B1. Historic name: Pier 68
B2. Common name: Pier 70
B3. Original Use: Piers and dry-docks
B4. Present use: Piers and dry docks
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Wharves (piers): Pier 1 was constructed in 1886 and rebuilt in 1915. Pier 3 was constructed in 1886 and rebuilt in 1918 and 1967. Pier 4 was constructed in 1957. Pier 5 was constructed in 1942.

Wet Basins: No. 1 was created in 1918. Wet Basin 2 was created in 1886. Wet Basin 3 was created in 1941.

Floating dry docks: Dry Dock 1 was constructed in 1943 and Dry Dock 2 was constructed in 1970.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**__________ **Original Location:**__________

***B8. Related Features:**

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The outfitting piers of Pier 68 have been used since the 1880s and the Union Iron Works up to the present and the San Francisco Drydock Corporation. Ship hulls assembled on the slips were outfitted with interior fittings here, as well as the repair of large vessels both at the piers themselves, and in the floating dry docks.

The Union Iron Works Period, from 1883-1902 has six representative buildings, structures and objects: Buildings 113, 114, 104, Pier 68, Slip #4 and parts of the rail spur system. Additionally, existing later buildings incorporated parts of buildings of this period: Buildings 118, 105 and possibly 109. Geographically, Union Iron Works covers Pier 68 and the northwest part of the greater Pier 70 area (Blocks 4046, 4110).

Pier 68 retains a minimal degree of integrity of location, design, setting, feeling, and association and lacks integrity of materials and workmanship.

This resource may be a contributor to a fully documented district that may become eligible for listing when registration requirements for the property type are clarified. Additionally, piles from successive generations of piers in this location will remain *in situ* and should be evaluated in any archeological investigation.

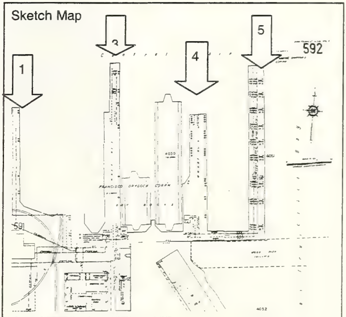
B11. Additional Resource Attributes: (List attributes and codes) AH 13 Wharf

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #
PRIMARY RECORD	Trinomial NRHP Status Code
Other Listings	
Review Code	Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) Pier 68 Pier 4

P1. Other Identifier: 72 – Pier 68: Piers 1, 3, 4, and 5

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, Calif. **Date:** 1995

***c. Address** **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 068

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

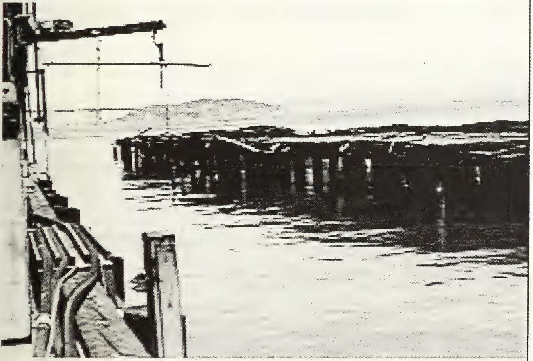
A portion of the greater Pier 70 area, Pier 68 includes; Piers 1, 3, 4 and 5 of the San Francisco Yard. The water between piers is known as Wet Basins 1, 2, 3 and 4. Two floating dry docks are currently located at Pier 68, one on the west side of Pier 4 and a second east of Pier 5.

Piers 1, 3, 4 and 5 are oriented north – south. Pier 4 has concrete, steel piles and a wood deck. It also has two large rotating cranes associated with it.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View north from Pier 68,
June 18, 2001.

***P6. Date Constructed/Age and Sources:** ☒historic
1883-1970s, Sanborn maps

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001.

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 7

***Resource Name or #**Pier 68, Pier 4

B1. Historic name: Pier 68
B2. Common name: Pier 70
B3. Original Use: Piers and dry-docks
B4. Present use: Piers and dry docks
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Wharves (piers): Pier 1 was constructed in 1886 and rebuilt in 1915. Pier 3 was constructed in 1886 and rebuilt in 1918 and 1967. Pier 4 was constructed in 1957. Pier 5 was constructed in 1942.

Wet Basins: No. 1 was created in 1918. Wet Basin 2 was created in 1886. Wet Basin 3 was created in 1941.

Floating dry docks: Dry Dock 1 was constructed in 1943 and Dry Dock 2 was constructed in 1970.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________
***B8. Related Features:**

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The outfitting piers of Pier 68 have been used since the 1880s and the Union Iron Works up to the present and the San Francisco Drydock Corporation. Ship hulls assembled on the slips were outfitted with interior fittings here, as well as the repair of large vessels both at the piers themselves, and in the floating dry docks.

The Union Iron Works Period, from 1883-1902 has six representative buildings, structures and objects: Buildings 113, 114, 104, Pier 68, Slip #4 and parts of the rail spur system. Additionally, existing later buildings incorporated parts of buildings of this period: Buildings 118, 105 and possibly 109. Geographically, Union Iron Works covers Pier 68 and the northwest part of the greater Pier 70 area (Blocks 4046, 4110).

Pier 68 retains a minimal degree of integrity of location, design, setting, feeling, and association and lacks integrity of materials and workmanship. Additionally, piles from successive generations of piers in this location will remain *in situ* and should be evaluated in any archeological investigation.

This resource may be a contributor to a fully documented district that may become eligible for listing when registration requirements for the property type are clarified.

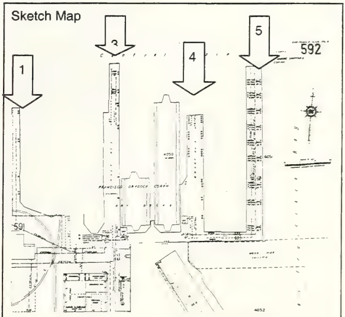
B11. Additional Resource Attributes: (List attributes and codes) AH 13 Wharf

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) Pier 68, Pier 5

P1. Other Identifier: 72 – Pier 68: Piers 1, 3, 4, and 5
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, Calif. **Date:** 1995
***c. Address** **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 068

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

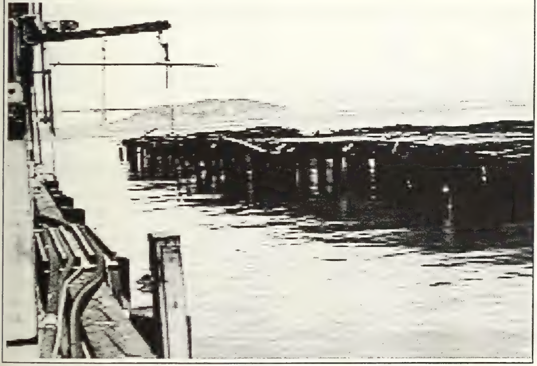
A portion of the greater Pier 70 area, Pier 68 includes; Piers 1, 3, 4 and 5 of the San Francisco Yard. The water between piers is known as Wet Basins 1, 2, 3 and 4. Two floating dry docks are currently located at Pier 68, one on the west side of Pier 4 and a second east of Pier 5.

Piers 1, 3, 4 and 5 are oriented north – south. Pier 5 is constructed of wooden piles driven into the shallow waters with thick timber decking above.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View north from Pier 68,
June 18, 2001.

***P6. Date Constructed/Age and Sources:** ☒historic
1883-1970s, Sanborn maps

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001.
***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 6Z1

***Resource Name or #**Pier 68, Pier 5

B1. Historic name: Pier 68
B2. Common name: Pier 70
B3. Original Use: Piers and dry-docks
B4. Present use: Piers and dry docks
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Wharves (piers): Pier 1 was constructed in 1886 and rebuilt in 1915. Pier 3 was constructed in 1886 and rebuilt in 1918 and 1967. Pier 4 was constructed in 1957. Pier 5 was constructed in 1942.

Wet Basins: No. 1 was created in 1918. Wet Basin 2 was created in 1886. Wet Basin 3 was created in 1941.

Floating dry docks: Dry Dock 1 was constructed in 1943 and Dry Dock 2 was constructed in 1970.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________
***B8. Related Features:**

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The outfitting piers of Pier 68 have been used since the 1880s and the Union Iron Works up to the present and the San Francisco Drydock Corporation. Ship hulls assembled on the slips were outfitted with interior fittings here, as well as the repair of large vessels both at the piers themselves, and in the floating dry docks.

The Union Iron Works Period, from 1883-1902 has six representative buildings, structures and objects: Buildings 113, 114, 104, Pier 68, Slip #4 and parts of the rail spur system. Additionally, existing later buildings incorporated parts of buildings of this period: Buildings 118, 105 and possibly 109. Geographically, Union Iron Works covers Pier 68 and the northwest part of the greater Pier 70 area (Blocks 4046, 4110).

Pier 68 retains a minimal degree of integrity of location, design, setting, feeling, and association and lacks integrity of materials and workmanship.

This resource may be a contributor to a fully documented district that may become eligible for listing when registration requirements for the property type are clarified. Additionally, piles from successive generations of piers in this location will remain *in situ* and should be evaluated in any archeological investigation.

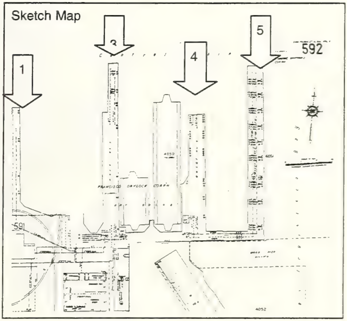
B11. Additional Resource Attributes: (List attributes and codes) AH 13 Wharf

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.
B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 2 **Resource name(s) or number**(assigned by recorder) Pier 68 Slips

P1. Other Identifier: 73
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, Calif. **Date:** 1995
***c. Address** **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 068

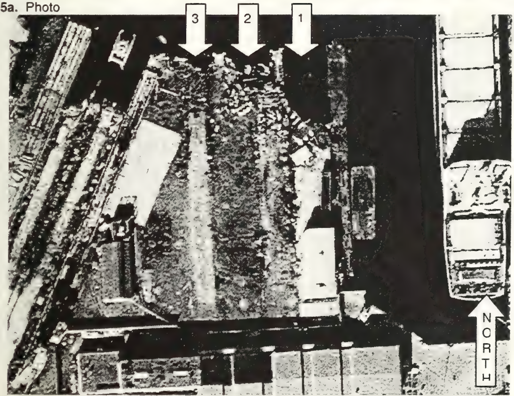
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Pier 68 Slips includes Slips 1, 2 and 3. The slips are about 325 feet in length descending from the shoreline out into the San Francisco Bay. They are all oriented north - south and are all located in an assumed, preserved location under a combination of materials including asphalt paving. Slip 1 is mostly infilled, while Slips 2 and 3 are completely infilled. Apparent patterns in the paving when viewed from above are not indicative of the locations of fill above the slips.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☐Structure ☒Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from above, 2000.

***P6. Date Constructed/Age and Sources:** ☒historic
1886-1941; Sanborn maps.

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001.
***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

*__Attachments:__ ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 6Z1

***Resource Name or #** Pier 68 Slips

B1. Historic name: Pier 68
B2. Common name: Pier 70
B3. Original Use: Wharves, slips, piers and dry-docks
B4. Present use: Wharves, slips, piers and dry docks

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Slip 1 was constructed in 1886, rebuilt in 1915 and 1941, and infilled after 1964. Slip 2 was constructed in 1900 and rebuilt in 1915. Slip 3 was constructed in 1900 and rebuilt in 1915. Between 1959 and 1964, Slips 2 and 3 were infilled.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________

***B8. Related Features:**

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The slips at Pier 68 were used to construct the smaller ship hulls. These slips have an 80-year period of use from the 1880s to the 1960s, from the Union Iron Works to a period after WW II. Their location directly influenced the construction of Building 109, immediately to the south.

The Union Iron Works Period, from 1883-1902 has six representative buildings, structures and objects: Buildings 113, 114, 104, Pier 68, Slip #4 and parts of the rail spur system. Additionally, existing later buildings incorporated parts of buildings of this period: Buildings 118, 105 and possibly 109. Geographically, Union Iron Works covers Pier 68 and the northwest part of the greater Pier 70 area (Blocks 4046, 4110).

This property appears not to have particular cultural or historical value.

Pier 68 retains a minimal degree of integrity of location, design, setting, feeling, and association and lacks integrity of materials and workmanship.

B11. Additional Resource Attributes: (List attributes and codes)____________

***B12. References:**

Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**

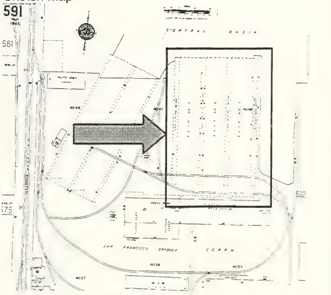
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**

July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number** (assigned by recorder) Pier 70, Pier 6

P1. Other Identifier: 74 – Pier 70: Piers 6, 7, and 8

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, Calif. **Date:** 1995
***c. Address** **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 70

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

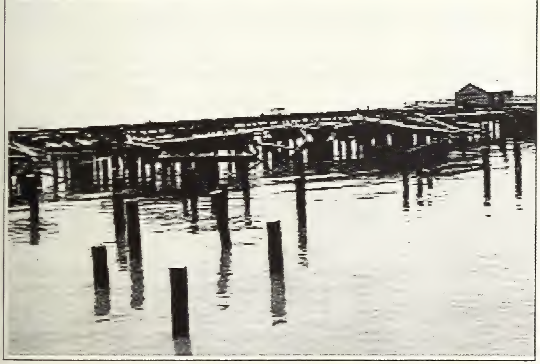
A portion of the greater Pier 70 area, Pier 70 piers includes Piers 6, 7 and 8 of the San Francisco Yard. The water between Piers 6, 7 and 8 is known as Wet Basins 6 and 7.

Oriented north – south, Pier 6 is constructed of wooden piles driven into the shallow waters with thick timber decking above. Pier 6 has little or none of its decking remaining, with a few piles also missing.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View south from Pier 68, base of Pier 5, June 2001.

***P6. Date Constructed/Age and Sources:** ☒historic
1941, 1942, 1945, Bethlehem Steel General Plan

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3

***NRHP Status Code** 6Z1

***Resource Name or #** Pier 70, Pier 6

B1. Historic name: Pier 70
B2. Common name: Pier 70
B3. Original Use: Piers
B4. Present use: Piers ; ruins.
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Piers: 6, 7: 1941 and 1942; Pier 8: 1945, rebuilt after 1980.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**

***B8. Related Features:** Sunken steel barge belonging to Martin Ship Service sank March 28, 1952. The barge is located at pile #10, Pier 8; 610 feet north of southern boundary of pier base. It has not been verified in the field that the barge still rests in this location. It may have been salvaged or demolished. (ref. Port of San Francisco drawing No. 5886-70-22).

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)
Piers 6, 7 and 8 represent the expansion of shipbuilding during World War II. Historically, Pier 70 had a single dock for Pacific Rolling Mills in the location of Pier 6.

The piers are representative of the Bethlehem Steel/WWII period of significance, covering the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint Bethlehem Steel and government-owned land. This period of significance includes at least 25 buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for World War II.

This property may be a contributor to a fully documented district that may become eligible for listing when registration requirements for the property type are clarified.

Pier 6 has retained integrity of location, setting, and association, but has lost integrity of design, materials, workmanship and feeling. Additionally, piles from successive generations of piers in this location will remain *in situ* and should be evaluated in any archeological investigation.

B11. Additional Resource Attributes: (List attributes and codes) AH 13 Wharf AH 14 Barges

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000. Port of San Francisco drawing No. 5886-70-22 and 11187-70-1.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map
(See Continuation Page.)

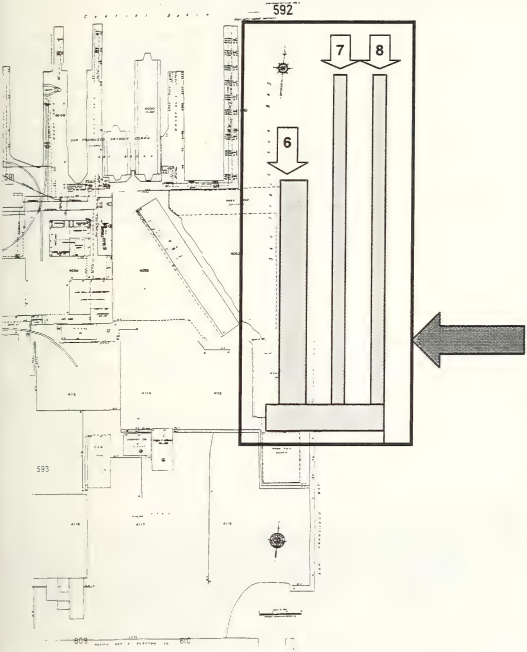
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

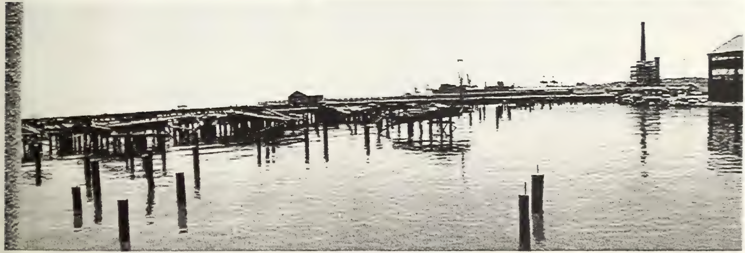
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 3 **of** 3 **Resource Name or #** (Assigned by recorder) Pier 70, Pier 6

***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☒ Continuation ☐ Update


592
7
8
6
591
593
San Francisco Drydock Corp.
4050
4053
4113
4114
4115
4116
4117
4118
609
610
Pacific Gas & Electric Co.
San Francisco Bay



View south from Pier 68, base of Pier 5 showing Pier 70, piers 6 and 7, June 2001.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number** (assigned by recorder) Pier 70, Pier 7

P1. Other Identifier: 74 – Pier 70: Piers 6, 7, and 8

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, Calif. **Date:** 1995

***c. Address** **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 70

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

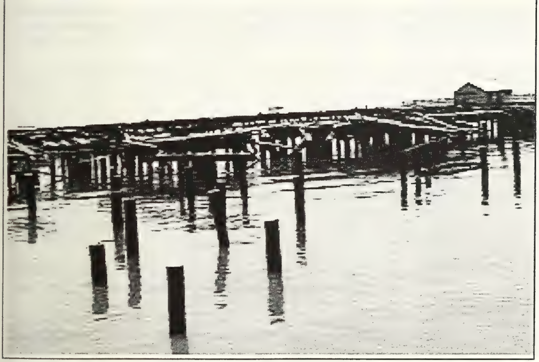
A portion of the greater Pier 70 area, Pier 70 piers includes Piers 6, 7 and 8 of the San Francisco Yard. The water between Piers 6, 7 and 8 is known as Wet Basins 6 and 7.

Oriented north – south, Pier 7 is constructed of wooden piles driven into the shallow waters with thick timber decking above. Pier 7 is missing much of its wooden decking.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View south from Pier 68, base of Pier 5, June 2001.

***P6. Date Constructed/Age and Sources:** ☒historic
1941, 1942, 1945, Bethlehem Steel General Plan

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3
*NRHP Status Code 6Z1

***Resource Name or #** Pier 70, Pier 7

B1. Historic name: Pier 70
B2. Common name: Pier 70
B3. Original Use: Piers
B4. Present use: Piers ; ruins.
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Piers: 6, 7: 1941 and 1942; Pier 8: 1945, rebuilt after 1980.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** Sunken steel barge belonging to Martin Ship Service sank March 28, 1952. The barge is located at pile #10, Pier 8; 610 feet north of southern boundary of pier base. It has not been verified in the field that the barge still rests in this location. It may have been salvaged or demolished. (ref. Port of San Francisco drawing No. 5886-70-22).

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)
Piers 6, 7 and 8 represent the expansion of shipbuilding during World War II. Historically, Pier 70 had a single dock for Pacific Rolling Mills in the location of Pier 6.

The piers are representative of the Bethlehem Steel/WWII period of significance, covering the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint Bethlehem Steel and government-owned land. This period of significance includes at least 25 buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for World War II.

This property may be a contributor to a fully documented district that may become eligible for listing when registration requirements for the property type are clarified. Additionally, piles from successive generations of piers in this location will remain *in situ* and should be evaluated in any archeological investigation.

Pier 7 has retained integrity of location, setting, and association, but has lost integrity of design, materials, workmanship and feeling.

B11. Additional Resource Attributes: (List attributes and codes) AH 13 Wharf AH 14 Barges

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000. Port of San Francisco drawing No. 5886-70-22 and 11187-70-1.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

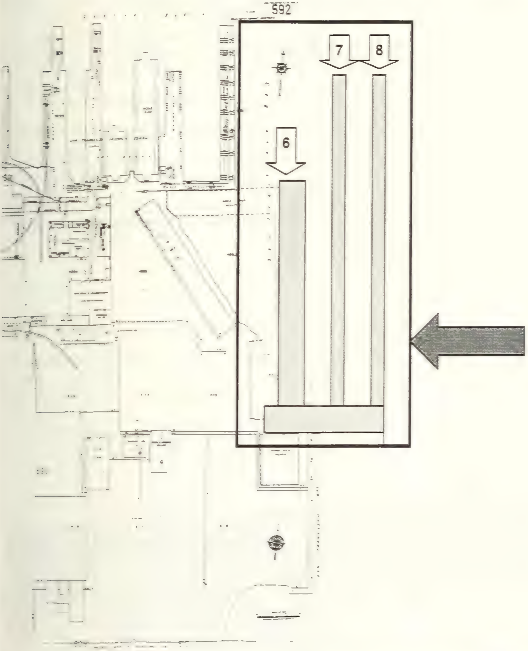
(This space reserved for official comments.)

Sketch Map
(See Continuation Page.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 3 **of** 3 **Resource Name or #** (Assigned by recorder) Pier 70, Pier 7
***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☒ Continuation ☐ Update



View south from Pier 68, base of Pier 5 showing Pier 70, piers 6 and 7, June 2001.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________
HRI #________
Trinomial________
NRHP Status Code________
Other Listings________
Review Code________ Reviewer________ Date________

Page 1 of 3 **Resource name(s) or number** (assigned by recorder) Pier 70, Pier 8

P1. Other Identifier: 74 – Pier 70: Piers 6, 7, and 8

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, Calif. **Date:** 1995

***c. Address** **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 70

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

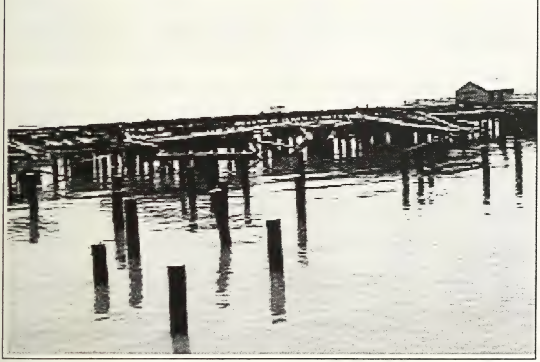
A portion of the greater Pier 70 area, Pier 70 piers includes Piers 6, 7 and 8 of the San Francisco Yard. The water between Piers 6, 7 and 8 is known as Wet Basins 6 and 7.

Pier 8 is a modern concrete and steel replacement also known as the fuel dock. Fuel is pumped from here to the Potrero Power Plant on an adjacent parcel to the south of Pier 70.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View south from Pier 68, base of Pier 5, June 2001.

***P6. Date Constructed/Age and Sources:** ☒historic
1941, 1942, 1945, Bethlehem Steel General Plan

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

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HRI#

Page 2 **of** 3

***NRHP Status Code** 7

***Resource Name or #** Pier 70, Pier 8

B1. Historic name: Pier 70
B2. Common name: Pier 70
B3. Original Use: Piers
B4. Present use: Piers ; ruins.
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Piers: 6, 7: 1941 and 1942; Pier 8: 1945, rebuilt after 1980.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:** Sunken steel barge belonging to Martin Ship Service sank March 28, 1952. The barge is located at pile #10, Pier 8; 610 feet north of southern boundary of pier base. It has not been verified in the field that the barge still rests in this location. It may have been salvaged or demolished. (ref. Port of San Francisco drawing No. 5886-70-22).

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)
Piers 6, 7 and 8 represent the expansion of shipbuilding during World War II. Historically, Pier 70 had a single dock for Pacific Rolling Mills in the location of Pier 6.

The piers are representative of the Bethlehem Steel/WWII period of significance, covering the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint Bethlehem Steel and government-owned land. This period of significance includes at least 25 buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for World War II.

This property may be a contributor to a fully documented district that may become eligible for listing when registration requirements for the property type are clarified. Additionally, piles from successive generations of piers in this location will remain *in situ* and should be evaluated in any archeological investigation.

Pier 8 has, out of necessity, been completely renewed and altered and has therefore lost integrity.

B11. Additional Resource Attributes: (List attributes and codes) AH 13 Wharf AH 14 Barges
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000. Port of San Francisco drawing No. 5886-70-22 and 11187-70-1.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map
(See Continuation Page.)

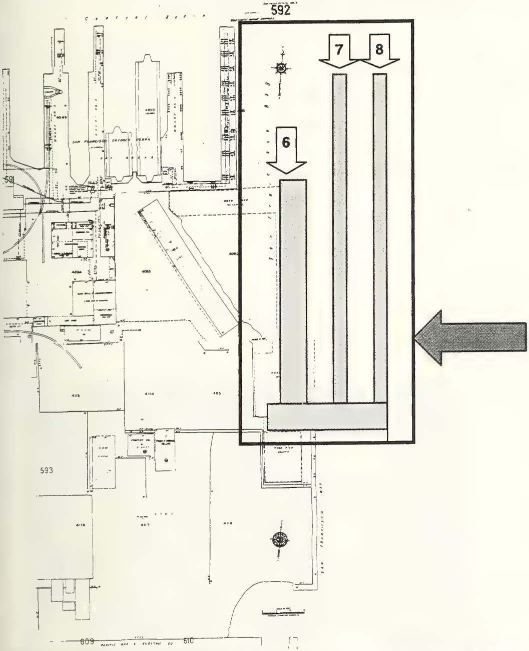
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

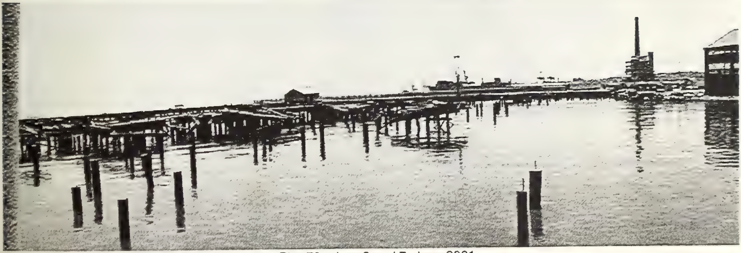
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 3 of 3 **Resource Name or #** (Assigned by recorder) Pier 70, Pier 8

***Recorded by** Planning Department – City and County of San Francisco ***Date** July 20, 2001 ☒ Continuation ☐ Update




View south from Pier 68, base of Pier 5 showing Pier 70, piers 6 and 7, June 2001.

State of California — The Resources Agency
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PRIMARY RECORD

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Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number** (assigned by recorder) Pier 70 slips

P1. Other Identifier: 75; Slips 5, 6, 7 and 8
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, Calif. **Date:** 1995
***c. Address** **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 70

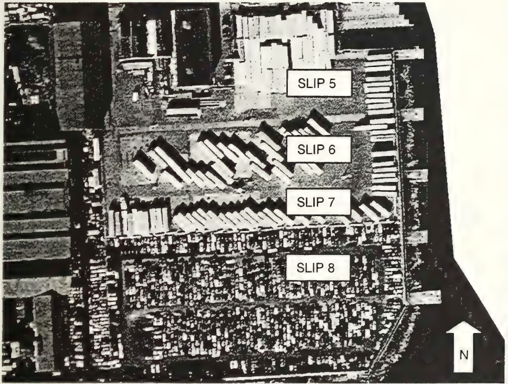
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Slips 5, 6, 7 and 8 are concrete slipways 660-feet long descending from the shoreline out into the San Francisco Bay. They are all oriented east – west and are all located in an assumed preserved location under an asphalt parking lot. The associated platforms and cranes have been removed.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from above, 2000.

***P6. Date Constructed/Age and Sources:** ☒historic
1941, Bethlehem Steel General Plan

***P7. Owner and Address:**
Port of San Francisco
Pier 1
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
June 18, 2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
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HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3

***NRHP Status Code** 6Z1

***Resource Name or #** Pier 70 Slips

B1. Historic name: Pier 70
B2. Common name: Pier 70
B3. Original Use: Slips B4. Present use: Open storage
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Slips: 5, 6 and 7 and 8, all 1941. All slips infilled after 1964.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**______ **Original Location:**______
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The slips were built over a site where Pacific Rolling Mills had a large, open sided covered, storage yard. Slips 5, 6, 7 and 8 are much larger than those located on Pier 68, allowing for larger hulls to be assembled in the San Francisco Yard.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint Bethlehem Steel and government-owned land. This period of significance includes at least 25 buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for World War II.

This resource does not appear to have particular cultural or historical value.

The slips have been stripped of most of their above ground components and are therefore only of cultural value as historic archeology.

B11. Additional Resource Attributes: (List attributes and codes)______
***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000. Port of San Francisco drawing No. 5886-70-22 and 11187-70-1.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

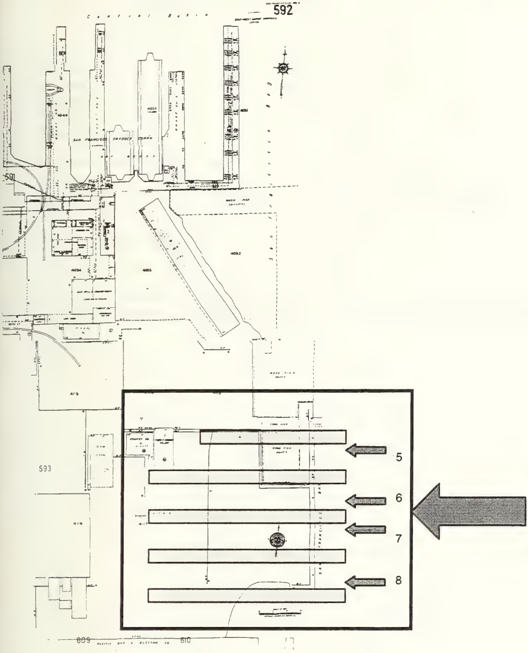
(This space reserved for official comments.)

Sketch Map
(See Continuation Page.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # __________
HRI # __________
Trinomial __________

Page 3 **of** 3 **Resource Name or #** (Assigned by recorder) Pier 70 Slips
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update



592
591
4049
4050
4051
SAN FRANCISCO DRYDOCK CORPN
4052
4053
4054
4113
593
4116
5
6
7
8
609
PACIFIC GAS & ELECTRIC CO
610

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CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 1 **of** 2 **Resource Name or #** Check House No. 2 (#123)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☐Continuation ☒ Update

P1. Other Identifier: 76

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** Verified on March 22, 2001.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

No substantial changes have occurred since 10/21/1994.

For original documentation, see:

Proposition H, Waterfront Plan EIR Historic Resources Report: Southern Waterfront, San Francisco, California. Prepared for Environmental Science Associates, December 1994. Prepared by Carey & Co. Inc. Architecture.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

***NRHP Status Code** 3D

***Resource Name or #** Check House No. 2 (#123)

B1. Historic name: Check House

B2. Common name: Check House No. 2

B3. Original Use: Check House No. 2 B4. Present use: Vacant

***B5. Architectural Style:** Renaissance Revival

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1914, altered in 1941, rear wall enclosed c. 1960.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**________ **Original Location:**______________

***B8. Related Features:** Bethlehem Steel complex buildings

B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Since its construction, Building 123 has played a unique role in the history of plant workers. Every morning at 7:30 a.m., the gates of the plant were opened. It was through the check houses that workers entered and exited the plant on a daily basis. Building 122 also represents this same property type.

The Bethlehem Steel/WWII period of significance covers the years 1940-1945. This period was one of cooperation between the federal government and the Bethlehem Steel Corporation. The buildings were, in most cases, designed, built and owned by the government on joint-Bethlehem Steel and government-owned land. This period of significance includes at least twenty-five buildings, structures and objects. In 1940, the Board of Supervisors closed the streets within Block 4052 with Resolution #1376, thereby allowing the construction of more buildings on vacant land freed by the street vacation for the increased production of military vessels for WWII.

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit. The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

Although slightly altered, Check House No. 2 retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes) HP 4 Ancillary Building

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

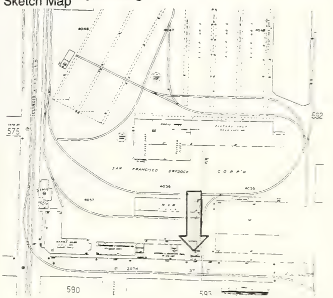
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

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HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 2289-2295 3rd Street

P1. Other Identifier: 77

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 636-638 20th Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4058 Lot: 5

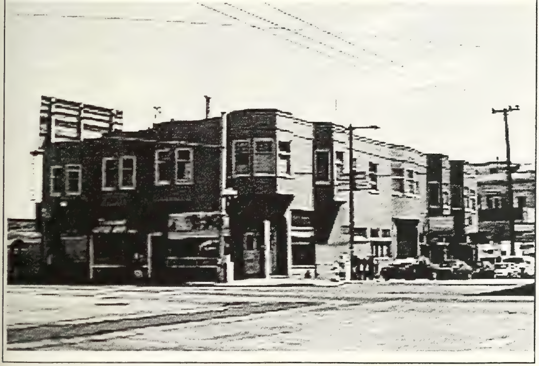
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, rectangular wood-frame building at the corner of 3rd and 20th Streets is faced with stucco on its street elevations and horizontal wood drop siding on the side and rear. The second story street façades feature projecting bays with double-hung wood windows with a larger lower sash. The ground floor features five glazed storefronts including an arched corner entrance. The residential entrance for at least five units is located below a bow bay. A beltcourse runs along the flat parapet, which conceals the flat roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 3 Multiple Family Property and HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking northeast
May 14, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1900 – Assessor's Record

***P7. Owner and Address:**
Joslevin Realty Corp.
2225 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 05-21-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Southern Waterfront Survey, Carey & Co., 1994.

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
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Primary # ________
HRI # ________
Trinomial ________

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder)
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

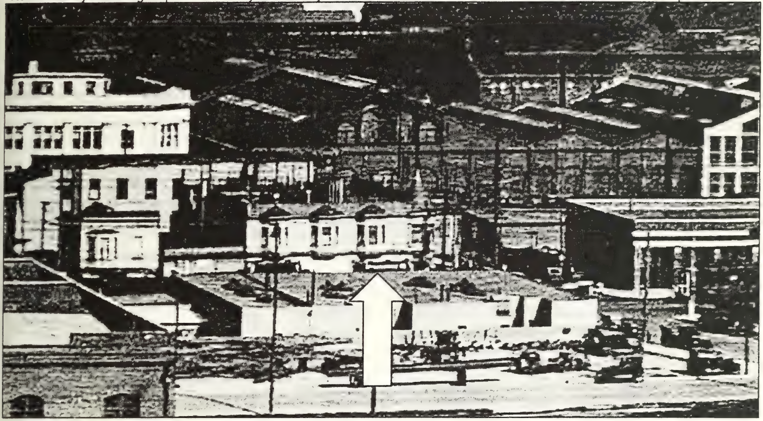


Photo 2. View of 2289-2295 3rd Street looking east c. 1925-1929. Photo courtesy of the Potrero Hill Archives. Note original configuration of parapet including conical roof over corner bay.

State of California — The Resources Agency **Primary #**__________
DEPARTMENT OF PARKS AND RECREATION **HRI#**__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3 ***NRHP Status Code** 4D2

***Resource Name or #** 2289-2295 3rd Street

B1. Historic name: Unknown
B2. Common name: Unknown
B3. Original Use: Mixed-use B4. Present use: Mixed-use
***B5. Architectural Style:** Renaissance Revival with Queen Anne influences
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed by 1900. Storefronts remodeled in 1917, 1918, 1919, 1939. Exterior stairs to basement at corner added 1918. Front stuccoed 1935. Parapet altered and conical roof removed c. 1935.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Mixed use **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Since at least 1900, this building has housed a number of businesses and residents. Between six and seven storefronts have occupied the ground floor including a dry goods merchant, restaurants, saloons, barbershops and drug stores. Living quarters have occupied the upper floor and early in the twentieth century, parts of the ground floor. In the 1950s, this building was occupied as a residential hotel with 20 units. The resource possesses integrity of location, design, setting, materials, workmanship, feeling, and association.

1917 -- Remodel front of dry goods store 628 20th Street. R. Bianchi, owner.
1918 -- 2289 3rd Basement stairs at sidewalk added (restaurant). Mrs. H. Hofman owner.
1918 -- 638 20th Walk-up window serving box lunches. Mrs. E. Hofman, owner.
1919 -- 632 20th New window for restaurant. Mrs. Hofman, owner.
1924 -- 2295 Drug store. Marguerite Hofman, owner.
1928 -- Back stairs replaced. Mrs. M. Hofman, owner.
1935, 1946 -- Peter and Emma Bertola, owners, 725 Tennessee.
1939 -- 2289 Became a restaurant. J. Clark owner (of shop?)
1959 -- New foundations raised to 1' foot above sidewalk -- seven stores and 20-family dwelling. Emil Bertola, owner, 636 20th St.

This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

B11. Additional Resource Attributes: (List attributes and codes)

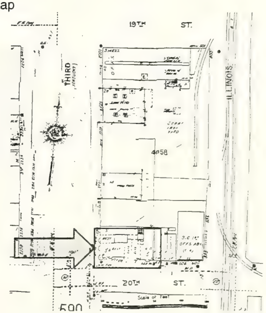
***B12. References:**
Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940.
Block Books 1935, 1946, 1965, current.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 4 **Resource name(s) or number**(assigned by recorder) 2201-2203 3rd Street

P1. Other Identifier: 78; 2201 3rd Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2203 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4058 Lot: 9

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

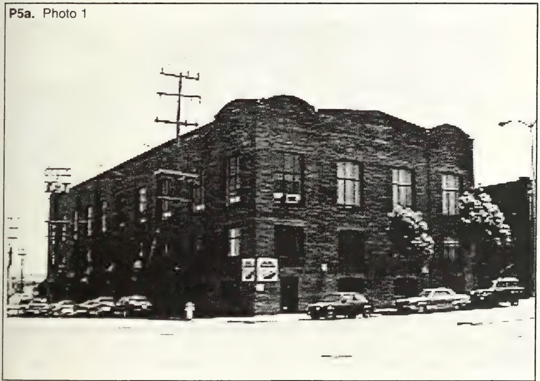
This three-story, freestanding sand blasted brick building is situated along 19th Street on a large lot that extends the entire width of the block from 3rd Street to Illinois Street. It is rectangular in plan with longer façades of ten bays, shorter facades of four bays and articulated corners. Aluminum replacement windows with brick sills and lintels are set in openings that have segmental-arched heads in the center portions of the building and square heads at the corners. The window heights increase with each story. The exterior brickwork is common bond with a soldier course cornice defining the edge of the parapet. A shallow pitched gable roof hides behind a parapet with scalloped corners on all façades and a gable on the eastern and western façades.

A train shed is attached to the rear of the building along the Illinois Street façade.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building; HP 45 Unreinforced Masonry Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from 3rd and 19th Streets looking southeast
May 14, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1919 – Assessor's Record

***P7. Owner and Address:**
Martin C. Levin Inv. Co. LLC
658 Howard Street
San Francisco, CA 94105

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 05-21-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Southern Waterfront Survey, Carey & Co., 1994.

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ____
HRI # ____
Trinomial ____

Page 3 **of** 4 **Resource Name or #** (Assigned by recorder) 2201-2203 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

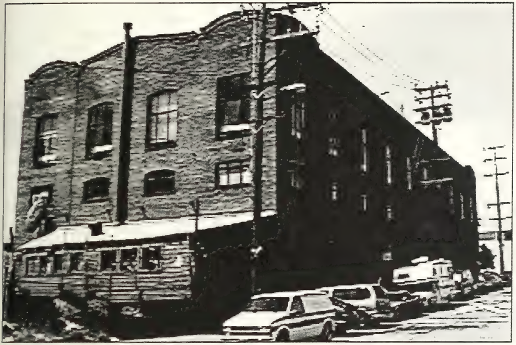


Photo 2. View of train shed from Illinois and 19th Streets looking southwest. May 14, 2001.

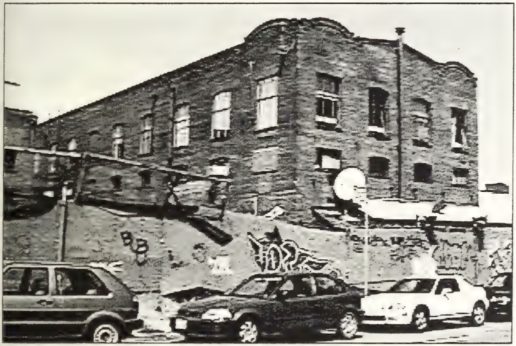


Photo 3. View from Illinois Street looking northwest. May 14, 2001.
Note: Steel fence demolished July 2001.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 4
***NRHP Status Code** 4D2
***Resource Name or #** 2201-2203 3rd Street

B1. Historic name: Alberta Candy Company
B2. Common name: White Candy Company
B3. Original Use: Candy factory
B4. Present use: Unknown
***B5. Architectural Style:** Renaissance Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1919. Windows replaced with aluminum windows in 1983.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Emil. A. Neumarket
b. Builder: William Martin
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Alberta Candy Company may have constructed the building at this site due to its proximity to the Spreckles Sugar plant.

German-born architect Emil A. Neumarket designed a number of residential buildings in San Francisco. Before immigrating to California, Neumarket served as the city architect in Auerbach, Germany. He died in 1955 at the age of 79.

This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

This resource possesses integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

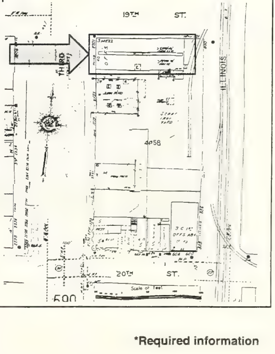
***B12. References:**
Heritage Architect Files, Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940. Block Books 1935, 1946, 1965, current.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 4 **of** 4 **Resource Name or #** (Assigned by recorder) 2201-2203 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

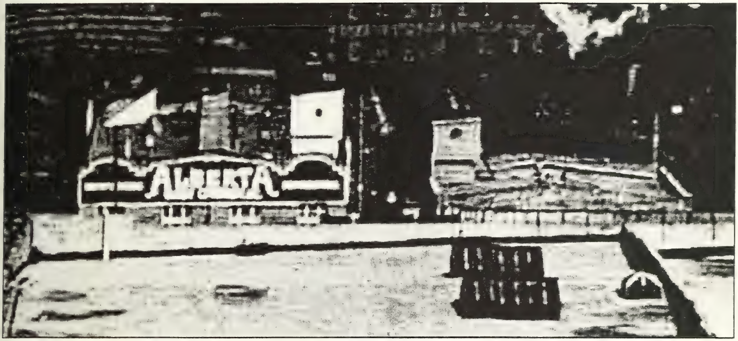


Photo 4. View of 2201-2203 3rd Street looking east c. 1925-1929. Photo courtesy of the Potrero Hill Archives. The building is occupied by the Alberta Candy Factory.

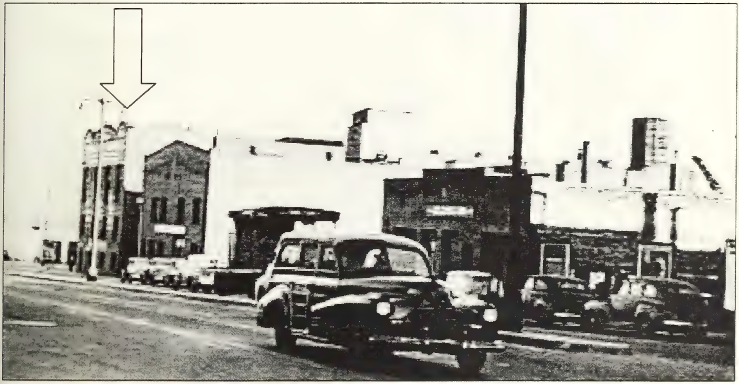


Photo 5. View of 3rd Street at 20th Street September 1944. Photo San Francisco Public Library accession number AAB 5827.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 2225 3rd Street

P1. Other Identifier: 79; 2235 3rd Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2225 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4058 Lot: 10, northern portion

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

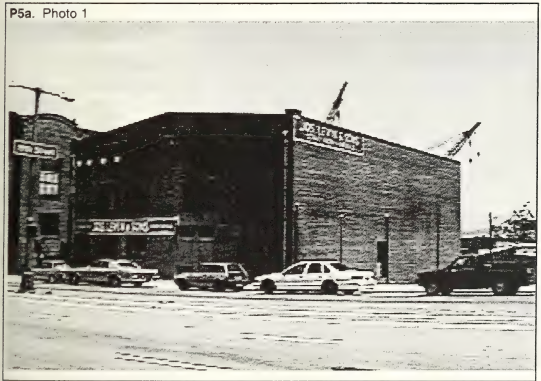
This two-story, freestanding warehouse is faced in common bond brickwork. The elevation of this lot is lower than that of the street, and a basement is visible from three sides of this building. The 3rd Street façade features square, multi-light, industrial steel sash windows with sills and soldier arch lintels. A pedestrian door with transom and a vehicular, double wood door faced with diagonal beadboard and an integrated transom are located at the ground level. Located between the two stories is a painted sign identifying this scrap iron and scrap metals business as "Jos. Levin & Sons." A second painted sign is located on the plain southern façade. Eight tie rod bolts extend through the northwest corner and the center of the 3rd Street façade. The low-pitched gable roof is hidden behind a similarly low-pitched brick parapet, with a soldier course of brick inset at the cornice line.

A truck scale and gatekeeper's shed are located on the northern side of the lot between this building and 2201 3rd Street.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building; HP 45 Unreinforced Masonry Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from 3rd Street looking northeast.
May 14, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1924 – Building Permit

***P7. Owner and Address:**
Max Levin
2750 Ocean Avenue
San Francisco, CA 94132

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 05-21-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Southern Waterfront Survey, Carey & Co., 1994.

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 2225 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

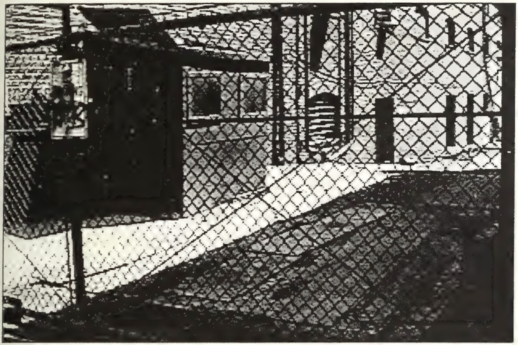


Photo 2. View of scale and gatekeeper's shed looking southwest. May 14, 2001.

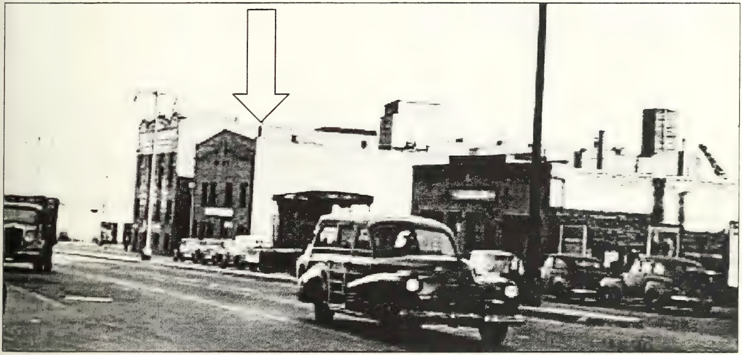


Photo 3. View of 3rd Street at 20th Street September 1944. Photo San Francisco Public Library accession number AAB 5827.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3

***NRHP Status Code** 4D2

***Resource Name or #** 2225 3rd Street

B1. Historic name: M. Levin and Sons Warehouse

B2. Common name: Levin's

B3. Original Use: Light manufacturing and warehouse

B4. Present use: Unknown

***B5. Architectural Style:** Renaissance Revival

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1924.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a

***B8. Related Features:**

Truck scale located in driveway to the north of building.

B9a. Architect: S. B. Misrack, Civil Engineer

b. Builder: Day Work

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront

Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Constructed in the mid-1920s, this warehouse was an expansion to a steel scrap yard on Potrero Point -- Jos. Levin and Sons. The property is still held by the family. A scrap iron yard was located on Illinois Street, just to the rear of this building between 1915 and 1920. A rail spur from the Atchison, Topeka and Santa Fe railroad serviced the yard. In this same time period, the northern portion of this block of 3rd Street shifted from residential to industrial uses.

This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

Resource possesses integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940. Block Books 1935, 1946, 1965, current.

B13. Remarks:

***B14. Evaluator:**

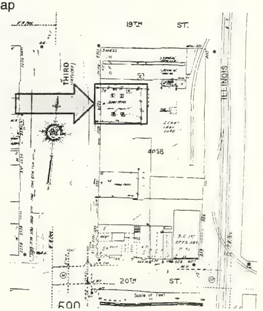
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**

July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	**Primary #** **HRI #**
PRIMARY RECORD	**Trinomial** **NRHP Status Code**

Other Listings

Review Code **Reviewer** **Date**

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 2255 3rd Street

P1. Other Identifier: 80

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2255 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4058 Lot: 10, southern portion

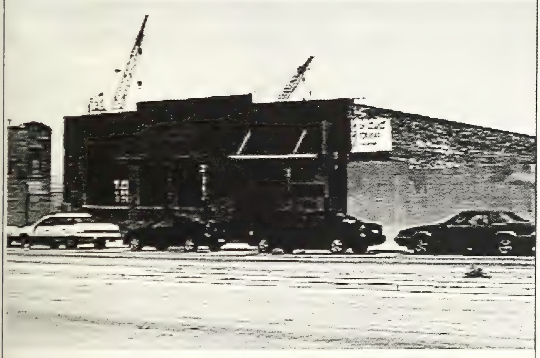
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, freestanding warehouse is unreinforced masonry construction featuring common bond brick work with sixth course headers. The 3rd Street façade features three bays of industrial steel sash pivot windows with brick lintels and sills and one loading bay that has been infilled with a pedestrian door and brushed steel windows. A metal canopy protects the entrance. A row of steel beam-ends is located below the parapet on the northern façade. A plain stepped parapet with a metal cap conceals the flat roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building; HP 45 Unreinforced Masonry Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from 3rd Street looking northeast.
May 14, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1922 – Building Permit

***P7. Owner and Address:**
Max Levin
2750 Ocean Avenue
San Francisco, CA 94132

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 05-21-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Southern Waterfront Survey, Carey & Co., 1994.

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ____________
HRI # ____________
Trinomial ____________

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 2255 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

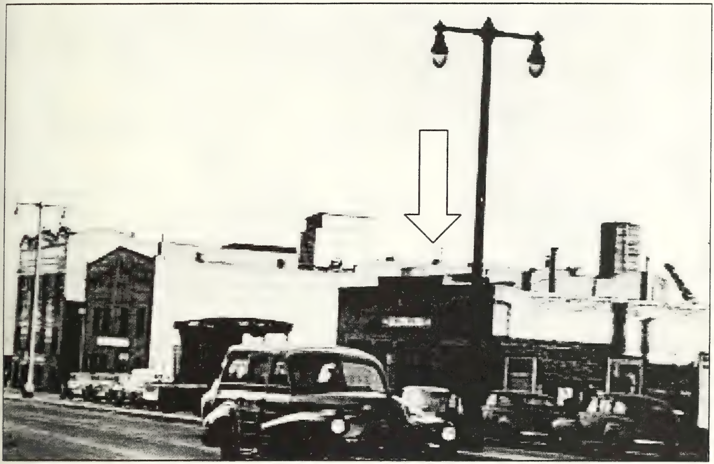


Photo 2. View of 3rd Street at 20th Street September 1944. Photo San Francisco Public Library accession number AAB 5827.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________________________
HRI#____________________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3

***NRHP Status Code** 4D2

***Resource Name or #** 2255 3rd Street

B1. Historic name: Jos. Levin and Sons warehouse
B2. Common name: None
B3. Original Use: Foundry and warehouse
B4. Present use: Vacant
***B5. Architectural Style:** Renaissance Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1922. Vehicular door replaced with fixed, sectional glass and pedestrian door with a steel awning in 2000.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: W. Spivock
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Constructed in the mid-1920s, this warehouse was an expansion to a steel scrap yard on Potrero Point -- Jos. Levin and Sons. The property is still held by the family. A scrap iron yard was located on Illinois Street, just to the rear of this building between 1915 and 1920. A rail spur from the Atchison, Topeka and Santa Fe railroad serviced the yard. In this same time period, the northern portion of this block of 3rd Street shifted from residential to industrial uses.

This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

This resource possesses integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940.
Block Books 1935, 1946, 1965, current.

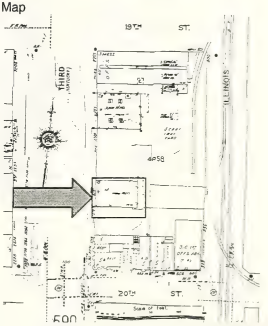
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 2 **Resource name(s) or number**(assigned by recorder) 2290 3rd Street

P1. Other Identifier: 81
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2290 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4059 Lot: 9

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

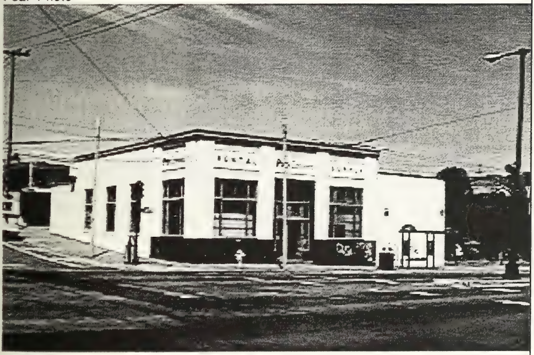
This single-story, freestanding, wood-frame commercial building is located on the corner of 3rd and 20th Streets. The 3rd Street façade is divided into three bays by ribbed pilasters and features a base of dark green marble, which wraps around the building to the eastern bay of the 20th Street facade. The outer bays contain large storefront fixed panel wood frame windows. The center bay contains a recessed entryway with black marble facing and a double aluminum door in a wood frame with sidelights and transom. The eastern end of the 20th Street façade contains a bay identical to the outer bays on the 3rd Street façade. A concrete water table runs along the remainder of the 20th Street façade, which steps up with the rising street grade and contains three large wood windows with concrete sills. The rear façade is covered in shiplap siding. A plain parapet with a wooden cornice protects the flat roof.

Additions with plain façades and a lower height appear on the northern and western ends of the building.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 20th and 3rd Streets looking northwest.
05-14-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1917/1940 Building Permits

***P7. Owner and Address:**
Tadanori Chiyo
699 Illinois Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 05-21-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
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HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 4D2

*Resource Name or # 2290 3rd Street

B1. Historic name: Anglo California Trust Co.
B2. Common name: Crocker-Anglo National Bank
B3. Original Use: Bank, Saloon and offices B4. Present use: Retail store
***B5. Architectural Style:** Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1917. Heavily altered 1940. Consolidation of uses to bank in 1969. Stucco on north wall after demolition of adjacent buildings in 1973.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Earl B. Scott b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Block 4059 was one of the last blocks fronting 3rd Street to be lowered in grade to street level. In 1900, about two-thirds of the block was some 45 feet above 3rd Street. Two buildings occupied the block, a saloon and shop with a small barn at the corner of 3rd and 19th Streets and a large house towards the center of the southern portion of the block. By 1915, a hill was leveled and 20th street was opened. The large dwelling was removed. The second building was also removed by 1920. That year, however, a series of commercial structures were constructed on the newly leveled southern portion of the block.

This bank building is the last remaining of those structures. In 1940, it was reconstructed to its current configuration by the removal of the earlier façade, along with the front of the building, allowing for a twenty foot widening of 3rd Street. At the same time the roof was raised and a decorative stucco façade with marble base was constructed. The bank was an important building in the area, being the only such institution within walking distance for the thousands of workers at the San Francisco Yard and the sugar refinery, as well as for the hundreds of workers in the Dogpatch neighborhood and Irish Hill.

Whereas a few hidden walls may remain from the 1917 building, it clearly only retains integrity of location, design, setting, materials, workmanship, feeling, and association to its configuration in 1940. This property is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed.

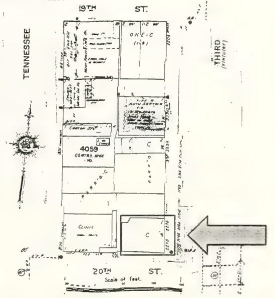
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940.
Block Books 1935, 1946, 1965, current.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary #______ HRI #______
PRIMARY RECORD	Trinomial______ NRHP Status Code______

Other Listings______
Review Code______ Reviewer______ Date______

Page 1 of 5 **Resource name(s) or number**(assigned by recorder) 815-825 Tennessee Street

P1. Other Identifier: 82
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 815-825 Tennessee Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4059 Lots: 1A and 1B

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

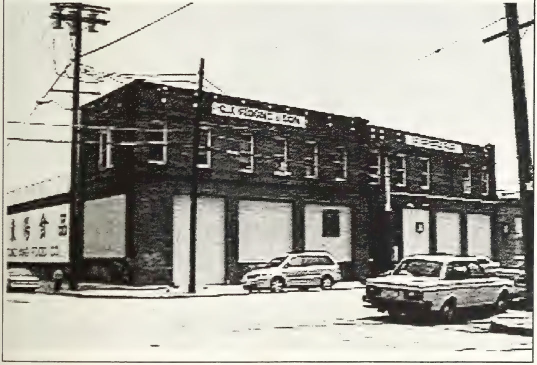
Three sections, each with three bays, comprise this brick building, which is located on the corner of Tennessee and 19th Streets. The two-story center section was built in 1926 followed by the two-story corner section in 1930. The single-story section on the southern end was not constructed until 1942. There is also a single-story metal building on the southern portion of lot 1A that was constructed by 1942.

The Tennessee Street façade of this unreinforced masonry building features nine bays, each with a large recessed window or door opening at the ground level that has been infilled. Bolted concrete bumpers are located at the base of the openings that were constructed for vehicles and the under side of the large recessed openings features a metal band bolted to the brick. An infilled opening of the corner section contains a thick metal door, perhaps a freezer door. Two doors still function in the center section – a tall double wooden door with transom in a recessed entryway and a single metal door below fixed industrial steel sash windows. The single-story section contains a roll-up steel door. Each bay of the two-story sections features two recessed double-hung wooden sash windows with sills of brick headers and lintels of brick headers and stretchers. Projecting stringcourses of brick stretchers are located between the first and the second stories and between the second-story windows and the masonry ties at the top of the building. A recessed horizontal area for signage is centered in the upper section of the two-story facades; "C. J. Figone & Son" is painted in the corner section, and "Old Plantation Brand" appears in the center section. The plain parapet is capped by a projecting brick stringcourse and steps up where the second-story section ends.
(See Continuation Page 2).

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building; HP 45 Unreinforced Masonry Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View of corner and center section from Tennessee Street looking southeast
05-14-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1926 – Building Permit
1930 – Building Permit
1942 – Building Permit

***P7. Owner and Address:**
The Mai 1993 Living Trust
% Su Wuan Lee Mai
2416 Butternut Drive
Hillsborough, CA 94010

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 05-21-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permits #156055, 182106, 69142

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 **of** 5 **Resource Name or #** (Assigned by recorder) 815-825 Tennessee Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

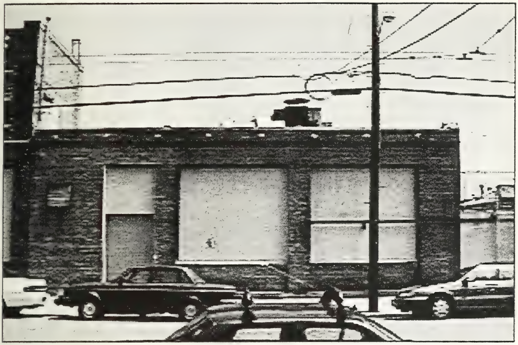


Photo 2. View of single-story section from Tennessee Street looking east. May 14, 2001.

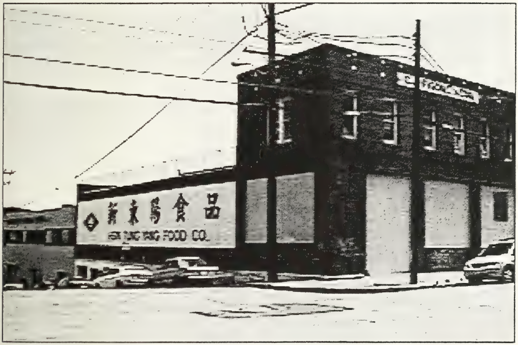


Photo 3. View from the intersection of 19th and Tennessee Streets looking southeast. May 14, 2001.

***P3a Cont.**

The two-story corner bay on the 19th Street façade follows a similar design pattern as those on the Tennessee Street façade. The remainder of the 19th Street façade is single-story and single-story over a basement reflecting the downward slope to the east of 19th Street. A large painted sign that reads, "Hsin Tung Yang Foods Co.," covers most of this façade, which also features a single metal door with sidelights and transom. A metal fence is located on the flat roof.

(See Continuation Page 3).

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # ______ HRI # ______
CONTINUATION SHEET	Trinomial ______

Page 3 **of** 5 **Resource Name or #** (Assigned by recorder) 815-825 Tennessee Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

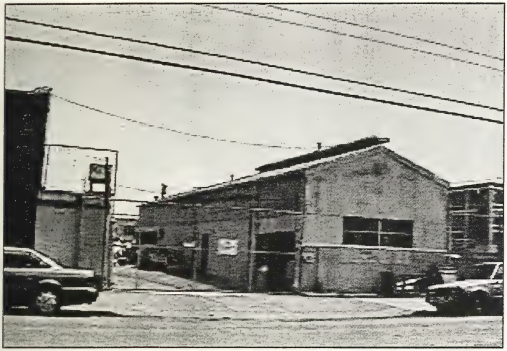


Photo 4. View from Tennessee Street looking southeast. May 14, 2001.

***P3a Cont.**
(See Photo 4) This single-story, freestanding accessory building is sheathed in corrugated metal panels. The end fronting Tennessee Street contains industrial steel sash windows, and the northern end features several roll-up steel doors and a pedestrian door. A metal shed is attached to the southern façade and a light monitor runs along the spine of the gabled roof.

Photo 5. View from Tennessee Street looking northeast. May 14, 2001.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 4 **of** 5 **Resource Name or #** (Assigned by recorder) 815-825 Tennessee Street

*Recorded by Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

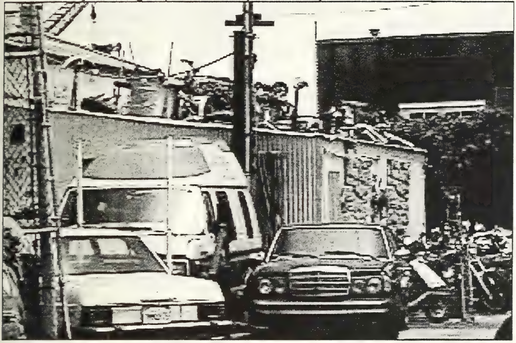


Photo 6. View of metal shed looking northeast. May 14, 2001.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 5 of 5

*NRHP Status Code 4D2

*Resource Name or # 815-825 Tennessee Street

B1. Historic name: Bowie Switch Co.
B2. Common name: C. J. Figone & Son
B3. Original Use: Switch Factory
B4. Present use: Food processing
*B5. **Architectural Style:** Industrial
*B6. **Construction History:** (Construction date, alterations, and date of alterations)

Constructed in 1926. Additions 1927(shed, Photo 6), 1930 (brick extension), 1942 (brick extension), 1942 shed (Photo 6) relocated on lot. 1955, repair of fire damage. 1958, change window to vehicular door. 1962, internal conversion to meat processing plant. Parapets repaired/braced 1994.

*B7. **Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
*B8. **Related Features:** Metal shed

B9a. Architect: August Nordin; Frank A. Johnson; William Mooser
b. Builder: unknown
*B10. **Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Block 4059 was one of the last blocks fronting 3rd Street to be lowered in grade to street level. In 1900, about two-thirds of the block was some 45 feet above 3rd Street. Two buildings occupied the block, a saloon and shop with a small barn at the corner of 3rd and 19th Streets and a large house towards the center of the southern portion of the block. By 1915, the hill was leveled and 20th street was opened and the large dwelling was removed. The second building was also removed by 1920. By 1920, however, a series of commercial structures were constructed on the newly leveled southern portion of the block. Between 1938 and 1940, 3rd Street was widened some twenty feet into the block

The Bowie Switch Company was in the business of manufacturing electric switches. Augustus J. Bowie was the proprietor. Small industry such as the Bowie Switch Co. was typical of the later development of the Central Waterfront. The industry did not rely on access to the water nor the rail lines for distribution of its goods. Instead, it relied on the emerging trucking industry.

This complex retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association.
This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

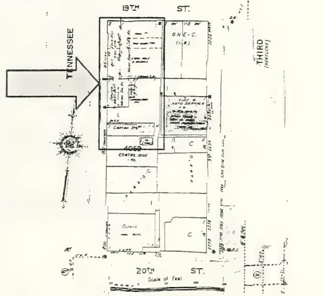
B11. Additional Resource Attributes: (List attributes and codes)
*B12. **References:**
Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940.
Block Books 1935, 1946, 1965, current.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
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Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2230 3rd Street

P1. Other Identifier: 83
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2230 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4059 Lot: 1C

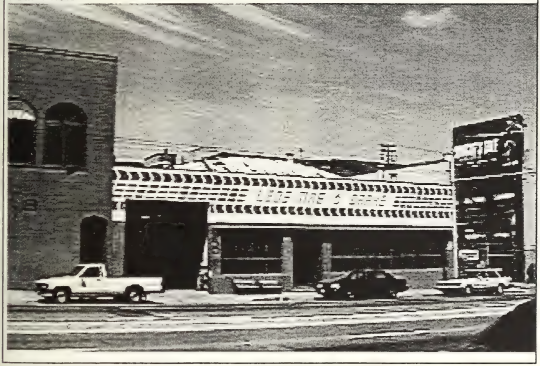
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, attached, moderne building is concrete block construction with stuccoed cement walls. The 3rd Street façade is divided into three unequal bays: the first contains a large opening, the second contains four wooden fixed panel windows with three vertical lights and a recessed entryway and the third contains ten windows. A high concrete watertable runs along the base of the building and a shallow banded wood beltcourse is located under the awning of the second and third bays. The bow-truss roof features skylights.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west
05-14-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1946 – Assessor's Record

***P7. Owner and Address:**
Thomas J. Ryan
173 Gladstone Drive
San Francisco, CA 94112

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 05-21-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 5S3
***Resource Name or #** 2230 3rd Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Janitor Sales and Storage B4. Present use: Tire and Brake Shop
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1946.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Charles Strothoffe b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Block 4059 was one of the last blocks fronting 3rd Street to be lowered in grade to street level. In 1900, about two-thirds of the block was some 45 feet above 3rd Street. Two buildings occupied the block, a saloon and shop with a small barn at the corner of 3rd and 19th Streets and a large house towards the center of the southern portion of the block. By 1915, a hill was leveled and 20th street was opened. The large dwelling was removed. The second building was also removed by 1920. That year, however, a series of commercial structures were constructed on the newly leveled southern portion of the block.

Constructed for janitorial equipment sales and storage in 1946. In 1958, Artcraft Neon Company occupied the building. The building was a tire shop in 1967. Small industry such as this was typical of the later development of the Central Waterfront. The industry did not rely on access to the water nor the rail lines for distribution of its goods. Instead, it relied on the emerging trucking industry.

This building retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association.
This property is ineligible for the National Register but of local interest. This property is not eligible for separate listing in the National Register or designation under local ordinances but is eligible for special consideration in local planning.

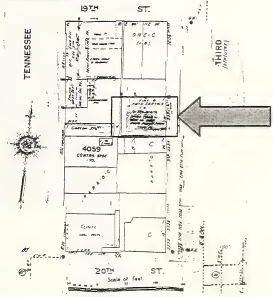
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940.
Block Books 1935, 1946, 1965, current.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

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NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 724-728 20th Street

P1. Other Identifier: 84

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 724-728 20th Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4059 Lot: 2B

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Two attached buildings.

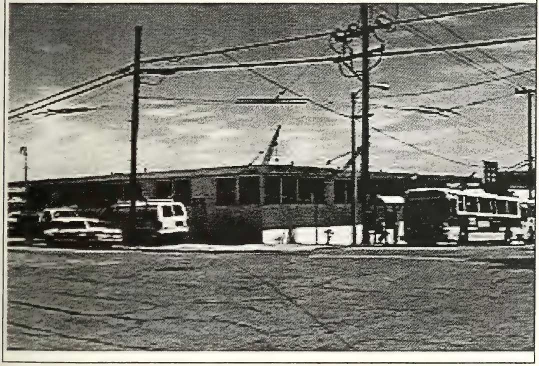
(Photo 1.) This single-story, semi-attached office building is concrete construction with Roman brick walls. This building is located on the corner of Tennessee and 20th Streets. The 20th Street façade features four bays. Each bay features four sliding aluminum windows except for the bay, which is recessed and contains the entrance. Ten lateral stairs lead to a single aluminum door in a wood frame with a transom and right sidelight. Transoms are located above the windows in this bay. The roof is flat with overhanging eaves.

(See photo 2) This attached building is a small frame building with double wood doors, sidelights and transom; all protected by a set of iron security gates. A protruding canopy extension of the flat roof defines the façade.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1.



P5b. Photo: (view and date)
View from Tennessee and 20th Street looking northeast
05-14-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1948 – Assessor's Record

***P7. Owner and Address:**
John K. Elliott
724 20th Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street Ste 500
San Francisco, CA 94103

***P9. Date Recorded:** 05-21-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 724-728 20th Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

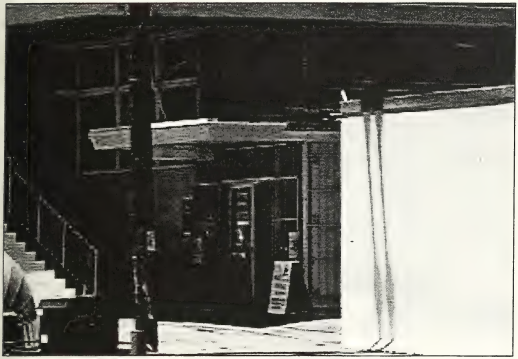


Photo 2. View of small frame building from 20th Street looking north. June 18, 2001.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
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Page 3 **of** 3

***NRHP Status Code** 6Z1

***Resource Name or #** 724-728 20th Street

B1. Historic name: Dr. Frank M. Close Medical Clinic
B2. Common name: None
B3. Original Use: Physicians office and Pharmacy B4. Present use: Clinic
***B5. Architectural Style:** Photo #1-International, Photo #2-International
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1948. Pharmacy added 1950. Windows replaced 2001.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Thomas & Meret ; Ward Thomas b. Builder: A. L. Verdier
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Block 4059 was one of the last blocks fronting 3rd Street to be lowered in grade to street level. In 1900, about two-thirds of the block was some 45 feet above 3rd Street. Two buildings occupied the block, a saloon and shop with a small barn at the corner of 3rd and 19th Streets and a large house towards the center of the southern portion of the block. By 1915, a hill was leveled and 20th street was opened. The large dwelling was removed. The second building was also removed by 1920. That year, however, a series of commercial structures were constructed on the newly leveled southern portion of the block.

This building retains integrity of location, design, setting, workmanship, feeling, and association. However, integrity of materials has been slightly compromised by the replacement of the windows.

The property does not appear eligible for the National Register or to contribute to a district.

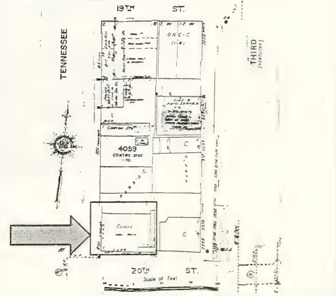
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map, 1940. Block Books 1935, 1946, 1965, current.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 800 Indiana Street

P1. Other Identifier: 85
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 800 Indiana Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4105 Lot: 9

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

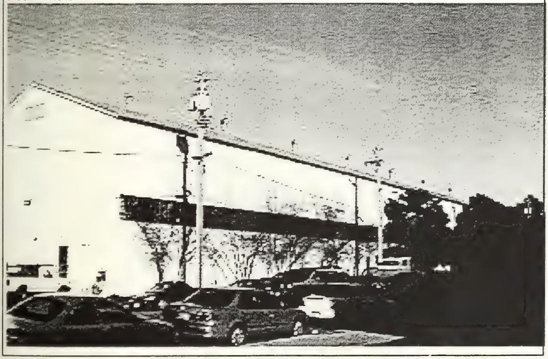
A single story, freestanding, steel warehouse with corrugated steel walls and roof. The building is composed of two parallel gables parallel to the street. Running 484 feet, this massive warehouse space and a concrete office component set into a notch of the steel building dominate this double-length block. The Indiana Street façade has five massive wooden six-panel doors that hang on internal tracks spaced evenly. A band of steel sash windows runs along the façade interrupted only above these doors.

(See Continuation Page).

***P3b. Resource Attributes:** (list attributes and codes) HP6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from Indiana Street looking northwest.
1-29-2001

***P6. Date Constructed/Sources:**
1926 – office and eastern portion of warehouse: Building Permit
1928 – western portion of warehouse: Building Permit

***P7. Owner and Address:**
S.F. Opera Scene Shop Inc.
% San Francisco Opera Assoc.
301 Van Ness Avenue
San Francisco, CA 94102

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
office and eastern portion of warehouse - Building Permit #145015; western portion of warehouse – Building Permit #171780

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

Primary #
HRI #
Trinomial

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 800 Indiana Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 12-19-2000 ☒ Continuation ☐ Update

***P3a. Description:** (contd.) At the northeast corner of the building is the more formal two-story, five bay, stuccoed concrete office. The symmetrical composition and decorative cornice suggest a Classical Revival architectural style. The pressed metal cornice is composed of an ogee mold top, egg-and-dart middle and dentil molding on the bottom. The second story windows are multi light steel sash. Centered in the composition is an entrance on the first floor. The first floor windows are a smaller size but follow the spacing pattern of the second floor. Barely legible is a painted sign in the entablature reading: "A.M. Castle & Co". The northern elevation of the building is identical to the eastern but with four bays and without a door.

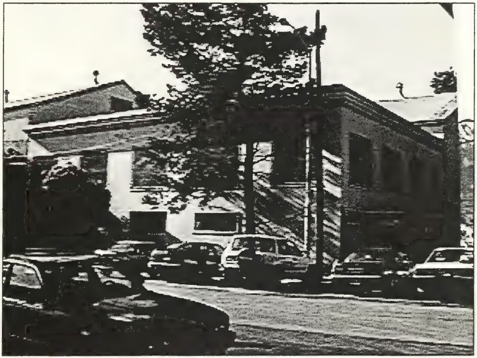


Photo 2. View southwest from Indiana Street of annex.

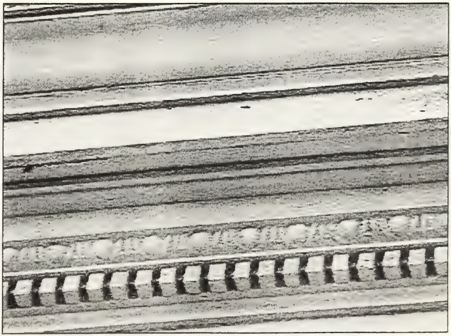


Photo 3. Detail view of cornice moulding on annex.

State of California — The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3 ***NRHP Status Code** 5S3

***Resource Name or #** 800 Indiana Street

B1. Historic name: A. M. Castle & Co. Office and Warehouse

B2. Common name: San Francisco Opera Association Storage Warehouse

B3. Original Use: Steel storage warehouse B4. Present use: Scenery storage warehouse for San Francisco Opera Assoc.

***B5. Architectural Style:** Industrial

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Office and eastern gable of warehouse built in 1925. Western gable of warehouse built in 1928.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a

***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: H. P. Hoyt

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront

Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1900 Sanborn Map shows that the northern portion of the block was vacant and that four dwellings were clustered near the middle of the block. By 1919, the dwellings were gone, Ralston Iron Works occupied the northern portion of the block, and P. David Co. owned an iron foundry at mid-block. The office and eastern gable of the warehouse were constructed in 1925 for A. M. Castle & Co., iron and steel dealers. The western gable was added to the warehouse in 1928 for steel storage. In the 1939 City Directory, George W. Boole is listed as the vice-president and "jobbers and mill agents" appears with the entry. A. M. Castle & Co. remained at this location until 1966, the same year Pacific Metals Co. Ltd. at 1900 3rd Street started to be listed as a division of A. M. Castle & Co. in the City Directory. A. M. Castle & Co. has the sole listing at 1900 3rd Street from 1974 to 1990. 800 Illinois Street was vacant from 1967 until 1972 when the San Francisco Opera Association began using it as a storage warehouse.

This building is little altered and possesses integrity of location, design, workmanship, materials, association, setting, and feeling.

800 Indiana Street retains contextual significance as a very good example of a large warehouse for metals use with an aesthetically designed associated office in the Central Waterfront area. This property is ineligible for the National Register but of local interest. This property is not eligible for separate listing in the National Register or designation under local ordinances but is eligible for special consideration in local planning.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Building Permits #145015, #171780

B13. Remarks:

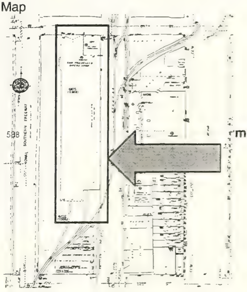
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

DPR 523B (1/95)

(This space reserved for official comments.)

Sketch Map



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State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2350 3rd Street

P1. Other Identifier: 86
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2350 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4108 Lot: 3

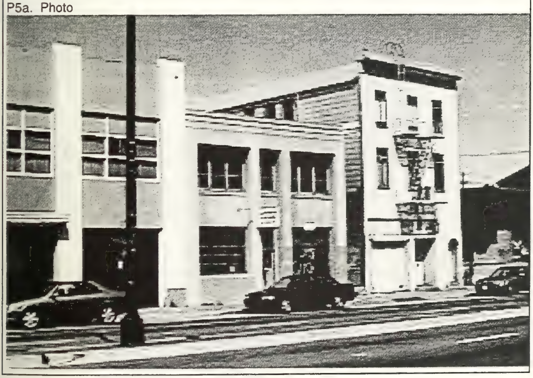
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story with mezzanine, semi-attached commercial building is reinforced concrete construction with a painted stuccoed façade featuring three recessed bays. At the first story, multi-light, fixed panel, steel sash windows are located in the first bay, a single wooden door with transom is located in the narrower center bay and a roll-up steel door is located in the third bay. Fixed panel wooden windows with concrete sills fill the mezzanine level of all three bays. A stringcourse consisting of horizontal lines is located above the second story. A projecting sign identifies this business as "Superior Machine & Valves." The shed roof slopes downward toward the rear.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking northwest.
May 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1927 – Assessor's Record

***P7. Owner and Address:**
The Frost Family Trust
% Jack D. & Henrietta J. Frost
740 Victoria Street
San Francisco, CA 94127

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 4D2
***Resource Name or #** 2350 3rd Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Unknown
B4. Present use: Machine shop
***B5. Architectural Style:** Art Deco
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1927.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This building was owned by Caterina Castellino in 1935, whose family lived on the Tennessee side of the block and whose occupation were drivers. Thos J. & Adeline J. Manning were the owners in 1946, when the property was used as a warehouse. The Frost Electric Company, a marine electrical manufacturer, later occupied it. Small industries such as these were typical of the later development of the central waterfront. The industry did not rely on access to the water nor the rail lines for distribution of its goods; instead it relied on the emerging trucking industry.

Within the survey boundaries are a cluster of small Art Deco-styled industrial buildings built circa 1938-1946, mostly along the length of 3rd Street. In the late 1930s, 3rd Street was widened by as much as twenty feet, necessitating either new construction or façade to existing buildings. While relatively small in scale, the resources retain contextual significance to the development of smaller-type businesses created to support the larger industry of the Central Waterfront area. Examples of this resource type can be found at 2130 3rd Street, and 2360-2364 3rd Street.

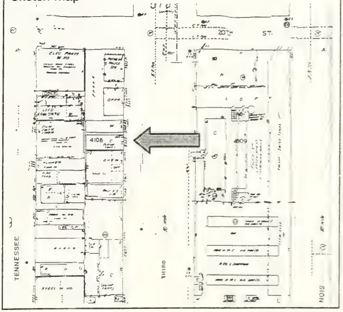
This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association. 2350 3rd Street retains contextual significance as an example of small industry in the Central Waterfront area. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as potentially eligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2342-2344 3rd Street

P1. Other Identifier: 87; 1342 Kentucky Street (1915)

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2342-2344 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4108 Lot: 3A

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

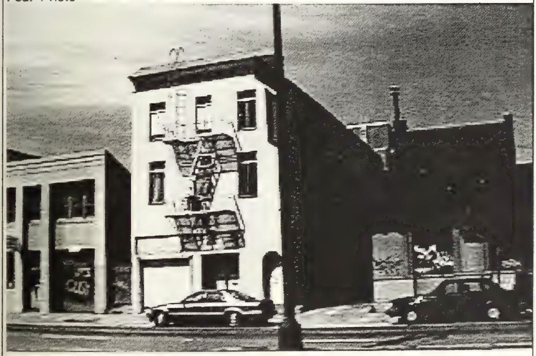
This three-story, semi-attached, wood-frame residential hotel/boarding house with full lot coverage has two exposed façades: the eastern fronting 3rd Street and the northern fronting a parking lot. The painted stucco 3rd Street façade is very plain with three sliding aluminum replacement windows in wood frames with wooden sills at both the second and third stories. The ground level features three entrances: a wooden garage door, a recessed entryway with a double steel door in a wood frame and an arched recessed entryway with a steel door in a wood frame. An infilled storefront transom is located above the garage and double doors, and a fire escape is attached to the middle of the façade. A decorative cornice lies below a slanted parapet that hides the gabled roof.

The northern façade is covered in shiplap siding and features many windows, both wooden double-hung and sliding aluminum in wood frames with wooden sills.

***P3b. Resource Attributes:** (list attributes and codes) HP 3 Multiple Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking southwest.
May 2001

***P6. Date Constructed/Age and Sources:** ☒historic
c.1891 – Water Service Record

***P7. Owner and Address:**
The Chiu 1996 Family Trust
% Richard L. & Shirley K. Chiu
240 San Fernando Way
Daly City, CA 94015

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water Service Record #47587, October 1, 1891

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #________________________
HRI#____________________________

Page 2 **of** 2
***NRHP Status Code** 4D2
***Resource Name or #** 2342-2344 3rd Street

B1. Historic name: Troy Hotel
B2. Common name: None
B3. Original Use: Residential hotel
B4. Present use: Hotel
***B5. Architectural Style:** Vernacular Mission Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built c.1891. Façade work 1915. Rear kitchen building reconstructed in 1918, later demolished. Windows replaced c. 1960. Ground story altered c. 1978.

***B7. Moved?** **☐No** **☒Yes** **☐Unknown** **Date:** 1938 **Original Location:** Forward on same lot
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Residential **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Mrs. Keep originally constructed this building as a saloon and hotel in 1891. The 1907 City Directory lists the Troy Hotel at 1342 Kentucky, now 2342-2344 3rd Street. The 1915 Sanborn Map labeled the property as "Boarding & Lodging." The separate kitchen building appears to have been demolished and a new building constructed in 1918. A 1933 Building Permit notes the building's use as a restaurant -- probably the first floor. The building is noted as a café and rooming house with the owners being Joe & Clara Mondino from 1933-1946. A Building Permit in 1937 approved the moving of the building back 18 feet on the lot, with the use of the building listed as a hotel & restaurant. By January 1947, the building was being used as a lunch room, probably the first floor, with the owners being listed only as Edna & Mary, residents of San Francisco. By the end of the year it is listed as a bar & restaurant and owned by Don Lammdola. In 1956, Mrs. Margaret Waters, owner, applied to install a "call ladder" in the hotel portion of the building. A 1978 permit lists the proposed use as a "noodle factory". The current use according to the assessor's property information is as a hotel. The current owners of record are the Chiu 1996 Family Trust.

The location of residential hotels along 3rd Street was an important aspect of the community of the Central Waterfront. Many of the new immigrants to the heavy industry in the area were single men. The residential hotels often had a saloon or restaurant on the ground floor; thereby occupying the time and finances of the workers. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

This building maintains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association

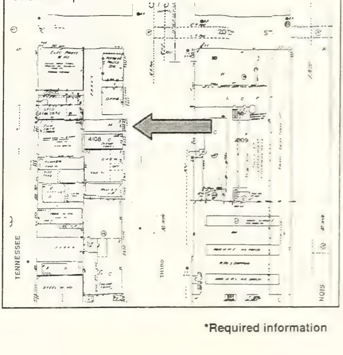
B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s. Water Service Records.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # HRI #
PRIMARY RECORD	Trinomial NRHP Status Code

Other Listings

Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2368 3rd Street

P1. Other Identifier: 88

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2368 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4108 Lot: 3B

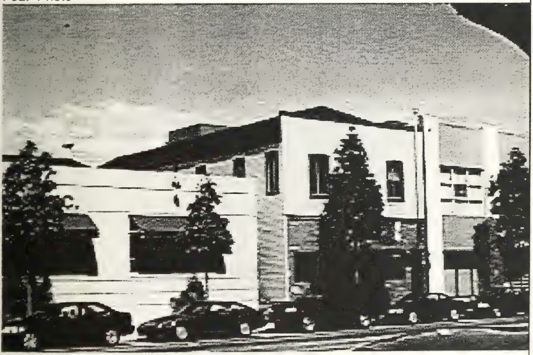
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, semi-attached, wood-frame building contains both residential and commercial units. The façade is covered in permastone at the first story and vinyl clad at the second story where three, sliding aluminum windows in plain wooden surrounds are located. Similar windows appear on the exposed southern façade. The first story contains a residential entrance with a modern wooden door with transom in a wood frame in the northern bay. A storefront with a permastone recessed entry, canopy sign and several square fixed windows occupy the majority of the first floor. A plain parapet conceals the front of the hipped roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building; HP 3 Multiple Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking northwest.
May 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1908 – Assessor's Record

***P7. Owner and Address:**
Franklin K. & Tamara F. Wong
% Frank K. Wong
2483 35th Avenue
San Francisco, CA 94116

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 5N
***Resource Name or #** 2368 3rd Street

B1. Historic name: 1342 Kentucky
B2. Common name: Margaret Keefe Boarding and Lodging
B3. Original Use: Hotel (20 rooms) Present use: Single family dwelling and store
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1908. 1916, a saloon was opened on the first floor. Twenty feet cut from front of building, 1938. Awning installed 1962. Fieldstone applied to ground floor 1963. Aluminum windows installed 1974. Aluminum siding added in 1985.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial/Residential **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

In 1910, Margaret Keefe ran this boarding and lodging house. Mike Pinaro operated a saloon on the ground floor from 1916 to 1933, when a café opened in its place. Caterina Castellino was the owner of the property by 1935 (she also owned a two-family house on the Tennessee Street side of the block). Margaret Mercuri was the owner in 1946. The rooming house continued to operate from 1908 to 1954 at which point it was vacant. In 1961, the upper floor was converted to a single-family dwelling.

The location of residential hotels along 3rd Street was an important aspect of the community of the Central Waterfront as many of the new immigrants to the area were single men. The residential hotels often had a saloon or restaurant on the ground floor; thereby occupying the time and finances of the workers.

2368 3rd Street retains contextual significance as an example of a residential hotel in the Central Waterfront area. It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance. This property has been individually evaluated as ineligible for the California Register due to a lack of integrity.

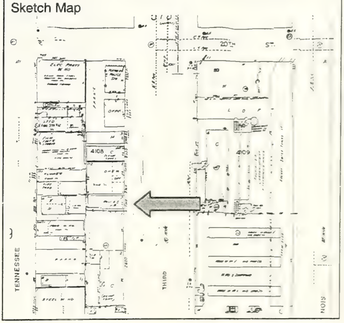
This building retains integrity of location, setting, materials, feeling, and association. It was heavily altered in the late 1930s and 1960s and again in the 1980s. It therefore lacks integrity of design and workmanship. This property has experienced significant changes but should be given consideration in local planning.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2476-2478 3rd Street

P1. Other Identifier: 89

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2476-2478 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4108 Lot: 3D

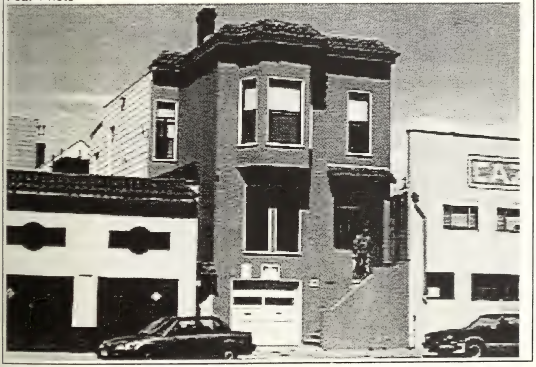
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, attached, wood-frame building has a painted stucco façade with a narrow portion recessed about fifteen feet. At the second story, there is a bay window and a single window; both of which are aluminum with wood sills. The first floor features a pair of similar windows and a recessed, arched entryway that is accessed by a set of lateral steps with a concrete wall and protected by a shallow canopy covered in red terra-cotta tiles. The entryway features a decorative iron gate in front of two single wooden doors with transoms. A roll-up wooden door leads to the garage in the raised basement and a wooden gate/door leads to the narrow portion of the facade, which contains a second story vinyl window with wood sill. A plaster cove molding, decorative wooden cornice and a slanted parapet covered in red terra-cotta tiles follow the roofline of the entire front section of this building. The flat roof features a chimney.

***P3b. Resource Attributes:** (list attributes and codes) HP 3 Multiple Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking northwest.
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1900 – Assessor's Record

***P7. Owner and Address:**
Bruno A. Davis Trustee
1308 Lasuen Drive
Millbrae, CA 94030

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 4D2
***Resource Name or #** 2476-2478 3rd Street

B1. Historic name: 1436-1434 Kentucky Street
B2. Common name: Unknown
B3. Original Use: Dwellings B4. Present use: Dwellings
***B5. Architectural Style:** Vernacular Mission Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed c. 1900. Building moved back twenty feet on lot and stuccoed, 1938. Aluminum windows, 1998.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:**

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Residential **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This dwelling was constructed between 1886 and 1900. John A. Casey, who operated a cigar store at 2470 3rd Street to the north in the 1920s and 1930s, owned this property. At the time of the widening of 3rd Street in 1938, the dwelling was sold to Anna and Achille Davis. The building was at that time moved to its current location on the lot and stuccoed to its current configuration. Achille Davis was in the liquor business and operated a store on the corner of 3rd and 22nd streets, adjacent to this building to the south.

Very few 19th century dwellings remain along 3rd Street. All have been altered to some degree. 2476-2478 3rd Street retains contextual significance as an example of a residential structure in the Central Waterfront area. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criteria A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as ineligible for the California Register.

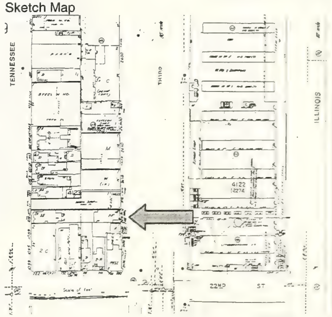
This building retains integrity of location, design, setting, feeling, and association to the 19th century and integrity of materials and workmanship to its 1938 configuration.

B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________
HRI #________
Trinomial________
NRHP Status Code________
Other Listings________
Review Code________ Reviewer________ Date________

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2420 3rd Street

P1. Other Identifier: 90

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2420 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4108 Lot: 3F

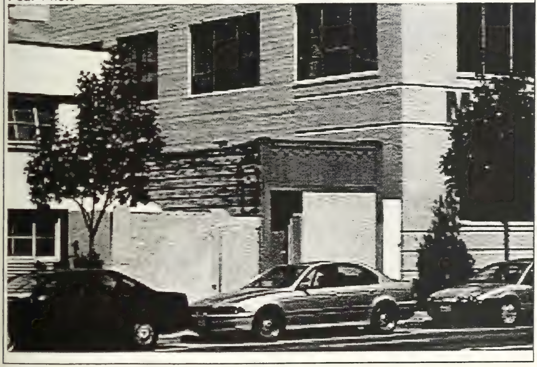
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, freestanding, Art Deco, frame building has a painted stucco cement façade and lateral walls covered in shiplap siding. Its massing and size suggest that it was originally a single-car garage. The 3rd Street façade features a recessed entryway with a single, modern wooden door below a transom and a wooden, fixed panel storefront window that has been boarded up. There are several decorative elements such as a tiled watertable, a beltcourse at the first story and a concrete cornice with chevrons and rosettes cast into the concrete. The roof is flat.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking northwest.
May 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1938 – building permit.

***P7. Owner and Address:**
Raeford Stanback
P.O. Box 15355
San Francisco, CA 94115

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 4D2

***Resource Name or #** 2420 3rd Street

B1. Historic name: Petrucello Barber shop
B2. Common name: Unknown
B3. Original Use: Barber Shop
B4. Present use: Vacant
***B5. Architectural Style:** Art Deco
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1938.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This property has always had a small shop occupying a fraction of the lot. In 1916, a small office building was erected. With the widening of 3rd Street, some twenty feet were taken from the front of the lot and the old building was demolished. In 1938, the present building was erected for Hilda & Antonio Petrucello, who remained owners through at least 1946. Antonio Petrucello was a barber who lived on nearby Pennsylvania Street.

Within the survey boundaries are a cluster of small Art Deco-styled industrial buildings built circa 1938-1946, mostly along the length of 3rd Street. In the late 1930s, 3rd Street was widened by as much as twenty feet, necessitating either new construction or façade changes to existing buildings. While relatively small in scale, the resources retain contextual significance to the development of smaller-type businesses created to support the larger industry of the Central Waterfront area. Examples of this resource type can be found at 2130 3rd Street, and 2360-2364 3rd Street.

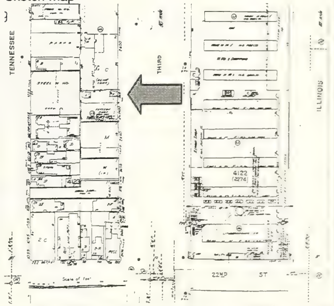
This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association.
2420 3rd Street retains contextual significance as an example of small industry in the Central Waterfront area. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criteria A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as potentially eligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2440 3rd Street

P1. Other Identifier: 91

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2440 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4108 Lot: 3J

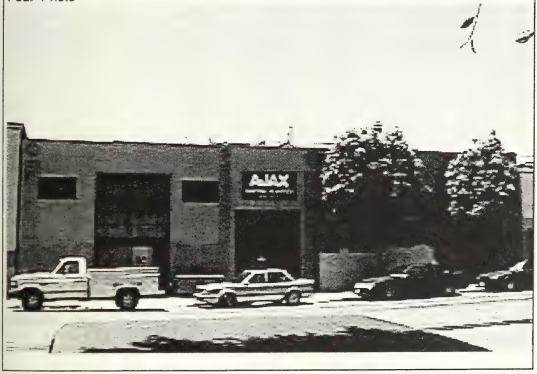
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, attached building is concrete construction with a painted stucco façade. Three distinct, but unequal bays are defined by vertical panels in varying widths topped with discs in low relief. The first bay contains a tall opening flanked by two steel sash windows located high on the façade. The patchwork door reveals a portion of the original wood paneled door. In the center bay, a roll-up, wood-paneled garage door is located below a plastic sign identifying this business as "AJAX Custom Plastics." The third bay features a single pedestrian door and industrial steel sash pivot windows at two levels indicating the possibility of a mezzanine level. The bow-truss roof contains skylights.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west.
May 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1937 – Assessor's Record

***P7. Owner and Address:**
The Hanley Family Trust
% Marilyn Hanley
3765 Grass Valley Hwy Spc 2
Auburn, CA 95602

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **Primary #**________________
DEPARTMENT OF PARKS AND RECREATION **HRI#**________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 4D2

***Resource Name or #** 2440 3rd Street

B1. Historic name: Bertsch Machine Works
B2. Common name: Unknown
B3. Original Use: Machine shop B4. Present use: Unknown
***B5. Architectural Style:** Vernacular Art Deco
***B6. Construction History:** (Construction date, alterations, and date of alterations)
North section constructed 1937. Expanded southward 1942.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: (1937)Lester Bertsch; (1942) Otto J. Ginteiman b. Builder: (1937)Berrett & Hilp; (1942) Al Lindgren
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This building was originally designed by its first owner and occupant, Lester J. Bertsch, a machinist living on Oak Street, San Francisco. In the late 1940s, the Hanley Coinwrap Co. moved into the building. It was vacant by 1954 and used for plumbing supplies later in the 1950s. Small industries such as this were typical of the later development of the Central Waterfront. The industry did not rely on access to the water nor the rail lines for distribution of its goods. Instead, it relied on the emerging trucking industry.

Within the survey boundaries are a cluster of small Art Deco-styled industrial buildings built circa 1938-1946, mostly along the length of 3rd Street. In the late 1930s, 3rd Street was widened by as much as twenty feet, necessitating either new construction or façade changes to existing buildings. While relatively small in scale, the resources retain contextual significance to the development of smaller-type businesses created to support the larger industry of the Central Waterfront area. Examples of this resource type can be found at 2130 3rd Street, and 2360-2364 3rd Street.

2440 3rd Street retains contextual significance as an example of small industry in the Central Waterfront area. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as ineligible for the California Register.

2440 3rd Street retains integrity of location, design, setting, materials, workmanship, feeling, and association to its configuration in 1942.

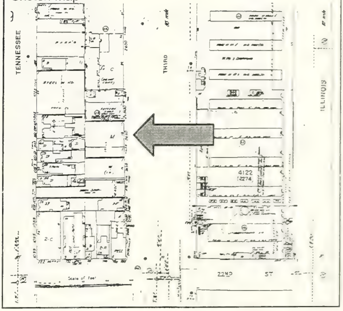
B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2430 3rd Street

P1. Other Identifier: 92
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2430 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4108 Lot: 3M

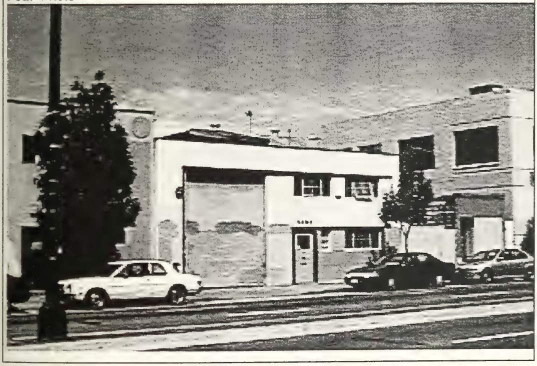
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, attached commercial building is re-enforced concrete construction with cement walls. The façade is divided into three bays: the first contains a large roll-up steel door, the second a single door in a wood frame below a multi-light steel sash awning window, and the third bay contains two of the same windows. A band of wood trim runs along the southern end of the roll-up steel door and extends across most of the façade above the windows. A small cast metal plaque next to the pedestrian door states, "This building was erected in 1954 and was designed by August E. Waegemann, consulting civil engineer." A plain parapet hides the bow-truss roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west.
May 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1954 – Assessor's Record

***P7. Owner and Address:**
George & Helen G. Vurek Liv
% George & Helen Vurek
2430 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
*NRHP Status Code 6Z1

*Resource Name or # 2430 3rd Street

B1. Historic name: Unknown
B2. Common name: Unknown
B3. Original Use: Unknown
B4. Present use: Industrial
***B5. Architectural Style:** Moderne
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1954.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect:August E. Waegemann, Consulting Civil Engineer
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This building was constructed on a vacant lot previously occupied by dwellings built c. 1900 that were demolished in 1938. Small industry such as this was typical of the later development of the Central Waterfront. The industry did not rely on access to the water nor the rail lines for distribution of its goods. Instead, it relied on the emerging trucking industry.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association. It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance, nor does this resource contribute to a potential National Register historic district in San Francisco's Central Waterfront, as a mixed industrial and residential area.

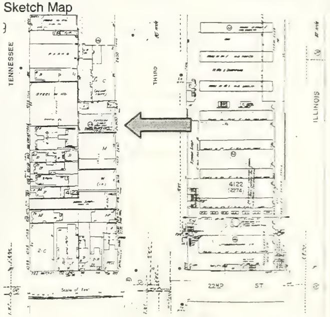
B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)
*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 2 **Resource name(s) or number**(assigned by recorder) 2472 3rd Street

P1. Other Identifier: 93

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2472 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4108 Lot: 3N

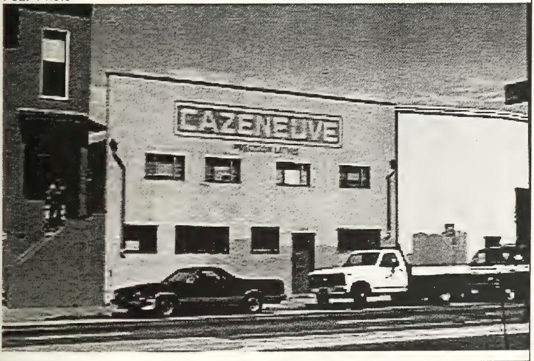
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, attached building with mezzanine has a stuccoed 3rd Street façade and corrugated metal lateral walls. The construction type is unknown. The plain façade contains four-replacement aluminum windows consisting of a single central light flanked by two panels of narrow horizontal lights at the second story. The first story features a single steel pedestrian door and four multi-light, steel sash awning/pivot windows, all set in a wood frame. "Cazeneuve Precision Lathes," is painted above the second story windows. A plain parapet conceals the gabled roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west.
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1951 – Assessor's Record

***P7. Owner and Address:**
Walter Parks
5583 Occidental Road
Santa Rosa, CA 95401

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 6Z1

***Resource Name or #** 2472 3rd Street

B1. Historic name: Cazeneuve Building
B2. Common name: Unknown
B3. Original Use: Machine shop   B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed 1951. Aluminum windows installed 1960.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown   b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This building was constructed as a machine shop on a vacant lot. Before the lot was cleared in 1938, it was occupied by a two-story 1880s dwelling. The Cazeneuve (manufacturing precision lathes) and the Garrett Sales Companies occupied this building. Small industries such as these were typical of the later development of the Central Waterfront. The industry did not rely on access to the water nor the rail lines for distribution of its goods; instead it relied on the emerging trucking industry.

It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance, nor does this resource contribute to a potential National Register historic district in San Francisco's Central Waterfront, as a mixed industrial and residential area. This property has been individually evaluated as ineligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes) None

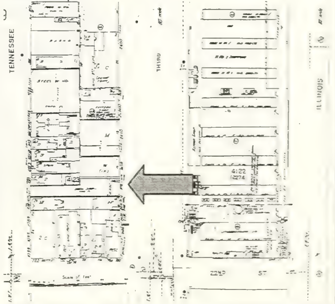
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2400 3rd Street

P1. Other Identifier: 94

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2400 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4108 Lot: 30

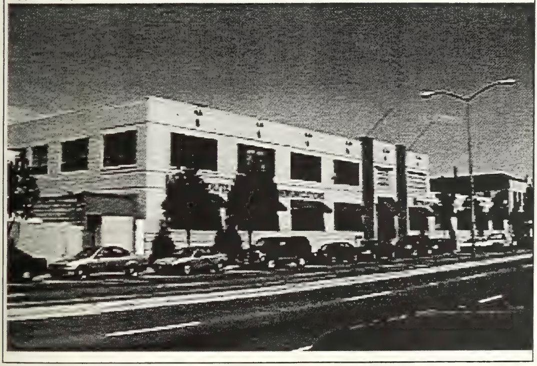
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This one- and two-story, re-enforced concrete commercial building located mid-block along 3rd Street is over two hundred-feet long. It is the largest parcel on the block, which, on the 3rd Street side, consists mostly of lots that are less than 41 feet wide. The 3rd Street façade is divided into ten bays and features a formal entrance in the fifth bay. A multi-light steel sash pivot window with a four-by-four layout and a concrete sill is located at the first story and second story of each bay. Similar windows are also located on the second-story of the southern façade. Most of the second-story windows on 3rd Street and a few of the first-story windows have been replaced with modern windows or infill. This building is also unified by several stringcourses of scored lines that continue around the building at the ground level, between the first and second stories and above the second-story windows. The entrance bay is articulated by a pair of moderne ribbed pilasters that extend uninterrupted from the ground to the parapet which steps slightly at this bay. An aluminum double door with transom and sidelights is protected by a green awning similar to those that appear above all of the first-story windows. Metal lights project from the center of the bays above the second-story windows on 3rd Street and two flagpoles project from the tops of the pilasters. The roof on the two-story portion is flat and the bow-truss roof on the one-story portion holds some mechanical equipment.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking northwest.
May 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1937 – Assessor's Record

***P7. Owner and Address:**
GFB Properties LLC
2400 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **Primary #**____________________
DEPARTMENT OF PARKS AND RECREATION **HRI#**____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 4D2

***Resource Name or #** 2400 3rd Street

B1. Historic name: Goodyear Rubber Co
B2. Common name: Unknown
B3. Original Use: office and factory B4. Present use: Office
***B5. Architectural Style:** Art Deco
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1937 on a vacant lot formerly owned by Paul Samuel and A.S. Lee. Second floor office expansion 1990.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________
***B8. Related Features:**

B9a. Architect: W. D. Peugh b. Builder: Cahill Brothers
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Constructed in 1937 for the Goodyear Rubber Co., and local owners, Howard Middleton and John B. Watson, this office and factory occupies a large parcel along 3rd Street. Industry such as this was typical of the later development of the Central Waterfront. The industry did not rely on access to the water nor the rail lines for distribution of its goods. Instead, it relied on the emerging trucking industry.

Within the survey boundaries are a cluster of small Art Deco-styled industrial buildings built circa 1938-1946, mostly along the length of 3rd Street. In the late 1930s, 3rd Street was widened by as much as twenty feet, necessitating either new construction or façade changes to existing buildings. While relatively small in scale, the resources retain contextual significance to the development of smaller-type businesses created to support the larger industry of the Central Waterfront area. Examples of this resource type can be found at 2130 3rd Street and 2360-2364 3rd Street.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association. 2400 3rd Street retains contextual significance as an example of small industry in the Central Waterfront area. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criteria A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as potentially eligible for the California Register.

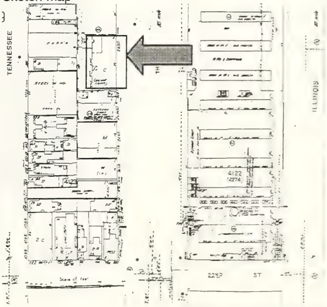
B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95) *Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2360-2364 3rd Street

P1. Other Identifier: 95

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2360-2364 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4108 Lot: 3R

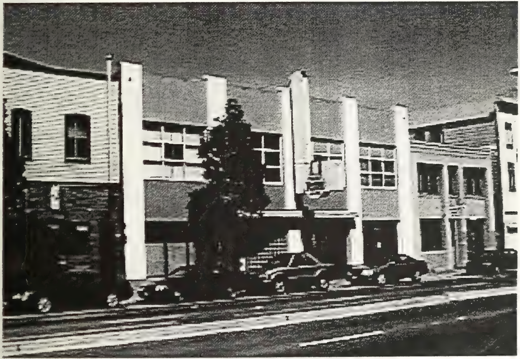
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, attached, wood-frame building has a stuccoed façade and lateral walls covered in shiplap siding. The façade is divided into four bays by fluted concrete pilasters and features a ribbed concrete watertable. Each bay contains a fixed panel wooden window with a layout of three vertical by three horizontal lights at the second story. A shallow, metal-banded canopy runs along the center two bays above the recessed pedestrian entryways, which consist of two single doors with transom lights. Glass block fills the curvilinear wall to the sides of the doors. At the ground level, the first bay features a multi-light fixed panel modern window and the fourth bay contains a roll-up-steel garage door with bolted bumpers. An "L" shaped blade sign projects from the center pilaster of the façade. A plain parapet protects from the flat roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west.
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1939 – Assessor's Record

***P7. Owner and Address:**
Irene Ogus
330 Collingwood Street
San Francisco, CA 94114

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

DPR 523A (1/95) *Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 4D2

***Resource Name or #** 2360-2364 3rd Street

B1. Historic name: Pellegrini Brothers winery
B2. Common name: Unknown
B3. Original Use: Wine storage / winery B4. Present use: Unknown
***B5. Architectural Style:** Art Deco
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Constructed 1939 on a lot formerly occupied by buildings owned by O. Monson. Mezzanine level added 1947, entry altered in 1998.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Neon sign added 1944. (box-frame extant)

B9a. Architect: H. E. Bauman b. Builder: Monson Brothers
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Nello and Luigi Pellegrini ran the Pellegrini Brothers winery. Nello and his wife Mary Pellegrini and Luigi and his wife Esther Pellegrini were the owners of the property. Small industry such as this was typical of the later development of the Central Waterfront. The industry did not rely on access to the water nor the rail lines for distribution of its goods. Instead, it relied on the emerging trucking industry.

Within the survey boundaries are a cluster of small Art Deco-styled industrial buildings built circa 1938-1946, mostly along the length of 3rd Street. In the late 1930s, 3rd Street was widened by as much as twenty feet, necessitating either new construction or façade changes to existing buildings. While relatively small in scale, the resources retain contextual significance to the development of smaller-type businesses created to support the larger industry of the Central Waterfront area. Examples of this resource type can be found at 2130 3rd Street, and 2360-2364 3rd Street.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association. 2360-2364 3rd Street retains contextual significance as an example of small industry in the Central Waterfront area. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criteria A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as potentially eligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes) None

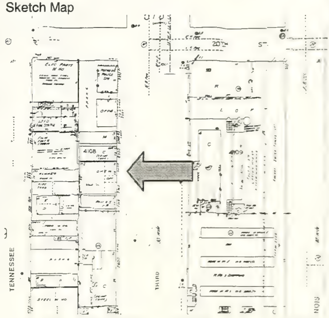
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Building permits. Crocker-Langly City Directories 1907-1940s.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 6 **Resource name(s) or number**(assigned by recorder) American Can Co. Building

P1. Other Identifier: 96
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North **Date** 1995
***c. Address** 2301 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4109 Lot: 1

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A large-scale industrial complex fully covering a super block of industrial land. The current building, constructed in phases over two decades, represents the latter development of the complex; masonry buildings replacing wooden structures built at the turn of the 20th century.

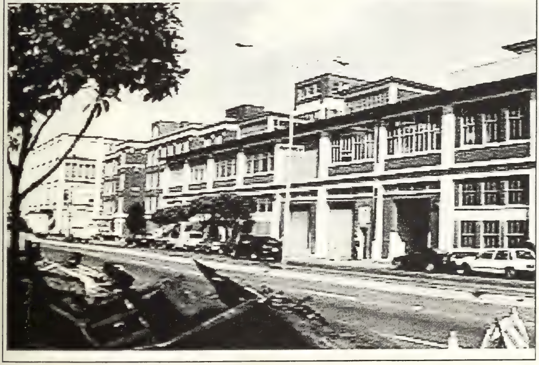
The oldest extant phase is a three-story, concrete building on the southern portion of the block (segment A) and twelve bays of two-story industrial building (segment B1). The next phase replaced the older wooden buildings on the site: a four-story brick component set back from the street (segment C) and nine bays of two-story industrial building (segment B2). Finally, the large "L" shaped, four-story concrete building on the northern portion of the block (segment D).

(See Continuation Sheets for descriptions of individual segments).

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View northwest from 3rd Street between 21st and 22nd streets; left to right: segments D, C and B.
11-29-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1915 – Segments A and B1: Building Permit
1923 – Segments B2 and C: Building Permit
1929 – Segment D: Building Permit

***P7. Owner and Address:**
Angelo Markoulis
2345 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Segments A and B1: Building Permit #64140; B2 and C: Building Permit #117718; D: Building Permit #180605

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ________
HRI # ________
Trinomial ________

Page 2 **of** 6 **Resource Name or #** (Assigned by recorder) American Can Co. Building
***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

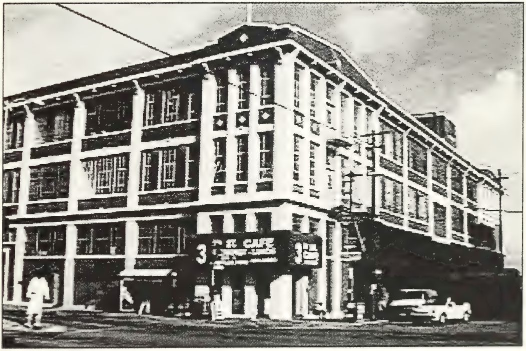
Segment A: Dating from 1915, a three-story rectangular-in-plan concrete warehouse fronting on 3rd, 22nd and Illinois Streets. Each bay is articulated by a concrete pilaster. There is a belt course between the first and second floors, a stringcourse above the second story windows and a bracketed cornice above the third floor windows. There is a brick parapet capped in concrete, which is shaped as gables in the corners. All bays on the second and third levels have a low brick spandrel panel and a thin concrete windowsill. Above the flat roof rises a two-tier concrete water tower platform, missing its tanks as well as a flagpole at the corner of 3rd and 22nd Streets.

The 3rd street façade has 6 bays, the first and sixth bays divided by additional concrete pilasters into three window segments. The second and fifth bays divided into three window segments by brick columns. Large industrial steel sash windows fill the third and fourth bays. The ground floor spandrel panels rise to a height of ten feet above the sidewalk.

The 22nd street façade, similarly designed, has two bays in six sections divided by concrete pilasters. Transitional bays divided into three sections with brick columns and three central bays having two windows and a single brick column all steel industrial sash windows. The ground floor has loading docks in central 5 bays, some having been in filled.

The Illinois Street façade has six identical bays in three stories with a ground floor mezzanine. Each bay has low brick spandrel panels and a large area industrial sash window.

Photo 2. View northeast from 3rd and 22nd streets.



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

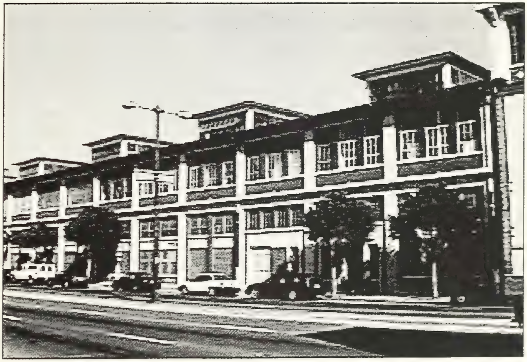
Page 3 **of** 6 **Resource Name or #** (Assigned by recorder) American Can Co. Building
***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

Segment B: Constructed in two phases, this two-story with first-story mezzanine, seven-segment building, each segment in three bays, is defined by the prominent light monitors on the roof. Segment B spans the width of the block and fronts both 3rd and Illinois Streets. Both facades are nearly identical with each large bay on the first floor containing either industrial steel sash, a steel overhead door or a pedestrian door. Bays are defined by articulated concrete pilasters.

The 3rd Street façade consists of 21 bays representing seven sections of three bays each. A belt course runs between the first and second levels. The four southern sections (segment B1) were built under the same permit as segment A in 1915, while the northern three sections (segment B2) were built under the same permit as segment C in 1923.

The Illinois Street façade differs from the 3rd Street in that the first floor interior space is recessed the length of this segment allowing for a rail spur to enter the building sheltered by the second floor and open on the east. The second floor on both façades contains industrial steel sash windows with low brick spandrels. Each bay is articulated by heavy concrete columns. A long iron framed gabled canopy added in 1940 begins on the last two bays of segment D, continuing across nine bays of segment B. It has a corrugated mineral cement roof and sheltered rail cars loading and unloading goods from the warehouse. Light fixtures project about twenty feet from the second floor spandrels over the street and rail spurs.

Photo 3. View east from 3rd Street.

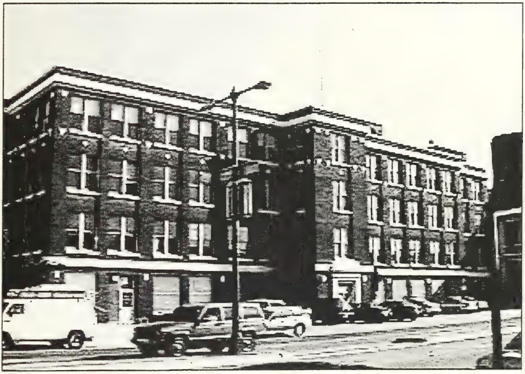


State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION** **CONTINUATION SHEET**	Primary # HRI # Trinomial

Page 4 **of** 6 **Resource Name or #** (Assigned by recorder) American Can Co. Building
***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

Segment C: Dating from 1923, a four-story, fifteen-bay, red-brick industrial building with an articulated central entry pavilion and a flat roof. The main entry has a simple molded surround. Belt courses are located above the first and fourth floors. There is a plain brick parapet above. The main block of the building in 13 bays is further articulated by brick pilasters between the bays. Each bay on each floor contains a pair of double hung one-over-one wood sash windows with a concrete sill. The spandrel panels of the fourth floor bays contain a diamond pattern of brick. Every second pilaster also contains a similar element at the top of the first floor, as well as both the bottom and top of the fourth floor. On the southern edge of the façade, two additional bays are set back from the building wall and make the connection to segment B2. A newly built (2001) brick and glass addition with clock tower connects segments C and D to the north.

Photo 4. View southeast from 3rd Street.



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

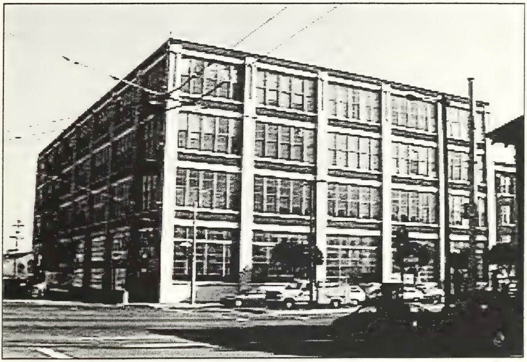
CONTINUATION SHEET

Primary # __________
HRI # __________
Trinomial __________

Page 5 **of** 6 **Resource Name or #** (Assigned by recorder) American Can Co. Building
***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

Segment D: Constructed in 1929, this is a four-story concrete industrial building, "L" shaped in plan, fronting on 3rd, 20th and Illinois Streets. Exposed structural columns and floor plates become decorative elements as pilasters and stringcourses. Each bay contains five sections of industrial steel sash windows and a thin concrete sill. There is a plain brick parapet with concrete capping. The columns have molded concrete elements running vertically nearly the full height of the fourth floor. Two mechanical rooms rise an additional two stories above the flat roof. The Illinois Street façade features a recessed ground floor with an open area to allow for the passage of two rail spurs into the loading areas of the building.

Photo 5. View southeast from 3rd and 20th Streets.



State of California — The Resources Agency **Primary #**

DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 6 of 6 ***NRHP Status Code** 3B

*Resource Name or # American Can Company

B1. Historic name: American Can Co. Building

B2. Common name: None

B3. Original Use: Can manufacturer B4. Present use: Multiple: industrial and office

***B5. Architectural Style:** Industrial

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1915. Additions constructed in 1923 and 1929.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a

***B8. Related Features:** Annex located at 2501 3rd Street (Block 4173 Lot 1).

B9a. Architect: N.M. Loney (engineer)-1915; C.G. Creis-1923; American Can Co.-1929

b. Builder: Lindgren Co.-1915,1923; Lindgren & Swinerton Inc.-1929

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront

Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The original portion of this building, dating from 1915, is referred to in the above description as Segment A and is a three-story rectangular-in-plan concrete warehouse fronting on 3rd, 22nd and Illinois Streets. The 1923 addition was constructed in two phases. The first phase, referred to in the above description as Segment B, spans the width of the block and fronts both 3rd and Illinois Streets. Both façades are nearly identical with each large bay on the first floor containing either industrial steel sash, a steel overhead door or a pedestrian door. The second phase of the 1923 addition, referred to in the above description as Segment C, is a four-story, fifteen-bay, red-brick industrial building with an articulated central entry pavilion and a flat roof. Segment D, constructed in 1929, this is a four-story concrete industrial building, "L" shaped in plan, fronting on 3rd, 20th and Illinois Streets. The American Can Co. buildings represent the evolution of an industry in San Francisco's Central Waterfront area.

By 1910 there were few large industrial parcels remaining in Dogpatch or elsewhere on Potrero Point. The American Can Company was the last major industry to construct a large-scale industrial plant in the largely built-out Potrero Point industrial zone. Early in 1915 the company, the largest manufacturer of tin cans in the United States, purchased a large two-square block tract of land bounded by Kentucky Street on the west, 20th Street on the north, Illinois Street on the east and 22nd Street on the south for $172,000. The factory was completed in June 1916 and it employed 1,200 workers, becoming one of the largest employers of workers in the Central Waterfront during the 1930s. Following World War II, the company became the single-largest employer in Dogpatch. American Can Company manufactured tin cans and also canned fruit, employing a large number of women who were reputedly better at the work.

While minor modifications have been made over the years the complex retains a good deal of integrity to its original design through the retention of its form and materials. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for separate listing in the National Register.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Building Permit #64140, 117718, 180605.

B13. Remarks:

***B14. Evaluator:**

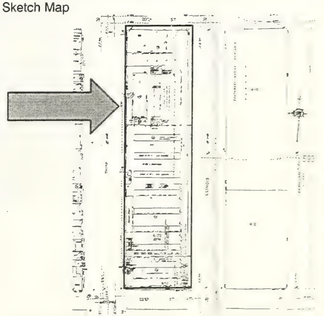
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**

July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2518-2520 3rd Street

P1. Other Identifier: 97; 1506-1510 Kentucky Street (1915)
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2518-2520 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4172 Lot: 3

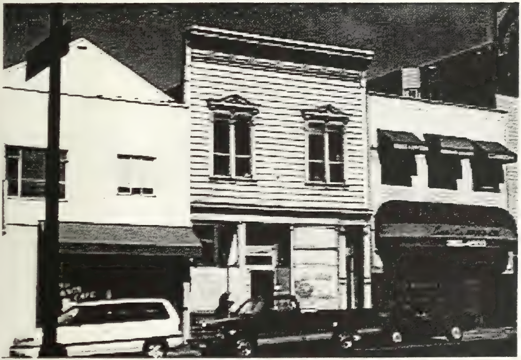
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, attached, Italianate building is wood-frame construction with shiplap siding. The façade features two bays, each with a pair of double-hung aluminum windows with a wood surround below decorative bracketed pediment hoods at the second-story. The two stories are separated by a wooden beltcourse with dentil molding and a plain frieze that appears to be supported by wooden pilasters and cast iron columns. Most of the façade at the ground level is dedicated to a storefront and a small portion is used for the residential entrance. The cast iron columns frame the recessed storefront entry, which consists of a door with transom behind a decorative metal gate. Most of the storefront windows have been boarded with wood. The recessed, wood-paneled residential entrance is accessed by three steps and contains a single wooden door with transom. Wooden pilasters that are topped with a decorative floral element frame this entry. The ground level features a high wooden watertable, and a plain parapet with a decorative paneled cornice supported by brackets conceals the gabled roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building; HP 2 Single Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west.
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
c.1886 – Water Service Record

***P7. Owner and Address:**
Charles A. & Emmery L. Canepa
P.O. Box 170218
San Francisco, CA 94117

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water Service Record #26599, September 6, 1886

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2
***NRHP Status Code** 3D
***Resource Name or #** 2518-2520 3rd Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Saloon B4. Present use: Commercial-Retail/Residential
***B5. Architectural Style:** False front with Italianate influence
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1886. Minor interior repairs were made in 1994 along with the replacement of the rear deck and stairs.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Mixed use **Applicable Criteria** C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

According to the 1886 Water Service Records a connection was established at this time presumably to a building although no building appears on the 1886 Sanborn Map. The building does appear on the 1915 Sanborn Map noted as a two-story saloon. Building permits and other records concerning this building pre-1906 were destroyed in the 1906 Earthquake and subsequent fire. At some point the windows on the second floor were replaced with aluminum sash double-hung windows. Presumably this wood framed building had wood sash windows. The storefront also appears to have been altered. The 1915 Sanborn shows a single story portion in the front, probably a porch, which is no longer extant. The 1935 Block Book notes Johanna Keefe as the owner. The 1946 Block Book notes Aileen F. Keefe as the owner. In 1994, minor interior repairs were made along with the replacement of the rear deck and stairs.

This building retains significant integrity of location, , setting, materials, workmanship, feeling, and association. Integrity of design this building has been somewhat compromised by the minor alterations to the façade. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register. It is potentially eligible for the National and/or California Registers under Criterion C, Architecture, as an early surviving example of a false front building in the Central Waterfront area. This resource also contributes to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, a mixed industrial and residential district.

B11. Additional Resource Attributes: (List attributes and codes) None

***B12. References:**
Sanborn Maps: 1886, 1915, and 1920
Block Books 1935, 1946, 1960

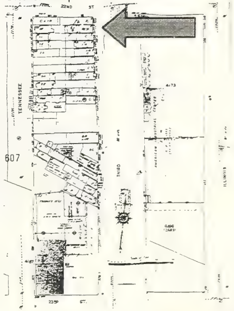
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 2 **Resource name(s) or number**(assigned by recorder) 2524-2526 3rd Street

P1. Other Identifier: 98; 1508-1514 Kentucky Street (1915)
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2524-2526 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4172 Lot: 4

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

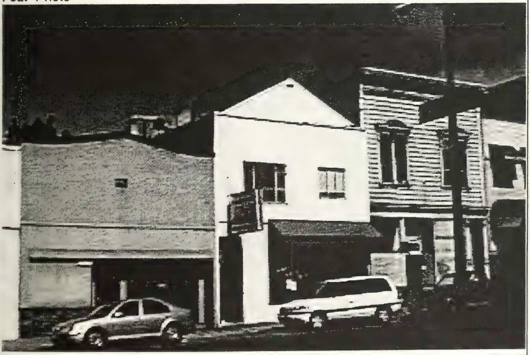
This is a two-story, residential and commercial wood-frame building. The façade is partially stuccoed and partially covered by a design of wooden planks laid vertically, horizontally and diagonally. Shiplap siding covers the lateral walls. The ground level features a storefront window and a recessed entryway with a decorative iron gate and two doors: a double aluminum door with transom for the café and a single door to a second-story dwelling unit. A single wooden door protected by an iron gate leads to the rear of the lot through a covered passageway between this building and the adjacent building to the south. There are two sets of vinyl windows on the second story. The front gabled roof is set back six inches from the façade.

Compositionally this building is a mirror of the building to north that was built three years later.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building; HP 2 Single Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west.
May 2001

***P6. Date Constructed/Age and Sources:** ☒historic
c. 1883 – Water Service Record

***P7. Owner and Address:**
Inez Hunter
2524 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water Service Record #26596, June, 1883

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 5N

***Resource Name or #** 2524-2526 3rd Street

B1. Historic name: None
B2. Common name: Hard Knox Cafe
B3. Original Use: Unknown
4. Present use: Commercial-Restaurant/Residential
***B5. Architectural Style:** Eclectic
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built c. 1883. The façade has been altered; originally a bay window was located on the south end, as shown by the 1886 Sanborn Map. Building moved to new property line 1939. The bay and parapet were removed and façade partially stuccoed, and aluminum windows installed 1959.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial/Residential **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

According to the 1883 Water Service Records, a connection was established at this time, presumably to a building. The building appears on the 1886 Sanborn Map, establishing a build date pre-1886, as a two-story structure. The building also appears on the 1915 Sanborn Map. The footprint of the building is altered from the 1886 Sanborn to the 1915 Sanborn. Building permits and other records concerning this building pre-1906 were destroyed in the 1906 Earthquake and subsequent fire. Changes in the footprint between 1886 and 1915 include a bow window being changed to a bay window (no longer extant) and a section of the building being notched out on the southwest corner (rear of the lot). The notch in the building's footprint could be the covered passageway between this building and the adjacent building to the south. The bay window has been removed by the façade of the building being bumped out approximately several inches as well as the creation of the passageway. The gable is currently setback from this post-1915 façade by several inches. The 1935 Block Book notes Julia M. Cahalan as the owner. The 1946 Block Book notes Mary Fagan as the owner.

This building retains integrity of location, setting, feeling, and association as a mixed-use building, however, due to a lack of integrity of workmanship, design and materials, this building does not appear to be individually eligible for listing in either the National or California Registers. It is would also not be eligible as a contributor to a potential National Register district because of the lack of overall integrity to its original design. This property has experienced significant changes but should be given consideration in local planning.

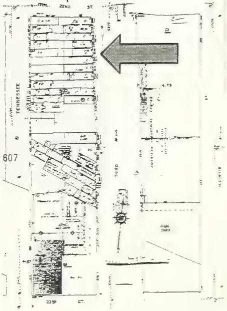
B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Sanborn Maps: 1886, 1915, and 1920
Block Books 1935, 1946, 1960

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2530 3rd Street

P1. Other Identifier: 99; 1516-1510 Kentucky Street (1915)
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2530 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4172 Lot: 5

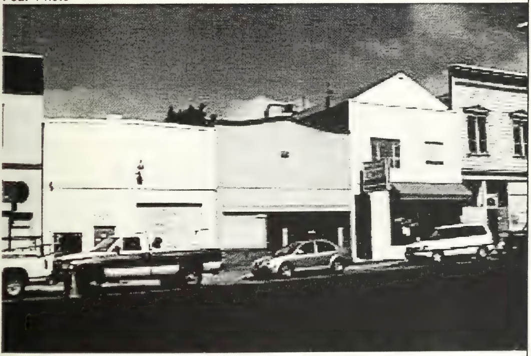
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, two bay, commercial building has a stuccoed façade. The altered storefront façade is recessed to accommodate a pedestrian and garage door. The storefront is articulated by a thin belt course above the first floor. There is a modern cement block base on the southern bay of the façade with a mitered corner "L" shaped fixed aluminum window above. A wooden pedestrian and wooden vehicular door occupies the northern bay. Red terra-cotta tiles cap the gabled parapet.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 1-3 story Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west.
May 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1907 – Building Permit #9186

***P7. Owner and Address:**
James T. & Margaret D. Amos
38 Willow Lane
Sausalito, CA 94965

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

*Required information

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 5S3

***Resource Name or #** 2530 3rd Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Butcher Shop B4. Present use: Commercial
***B5. Architectural Style: Vernacular with** Spanish Colonial Revival influences
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1907. New stucco façade 1938. Stucco replaced 1965.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: A. Johnson b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This frame building was constructed in 1907 at a cost of $5,000 by Frank Weist of Oakland as a butcher shop. The 1935 and 1946 Block Books note Fred Ayoob as the owner. In 1938, the existing storefront was removed and rebuilt by Hugh Hall, contractor, in order to accommodate a new property line. This 1938 façade was stucco with tile trim. Fred Ayoob is the owner of record with the use listed as "store" during the 1938 alterations. In July of 1965 a permit was approved to install a sectional overhead garage door and two vents. The owner of record at this time, and the occupant of the building, is Garrison Construction Co. In November of 1965 a permit was issued to Garrison Construction Co., still the owner and occupant, to "remove illegal partitions and restore building". This included removal of interior non-load bearing walls, removing decayed wood, and "refaceing" the front façade. On both 1965 permits the use of the building is listed as office & warehouse. In July of 1969 Garrison Construction Co. applied for a permit to repair damage done to the front wall of the building by a vehicle. No real specifics were given except that no structural work would be done.

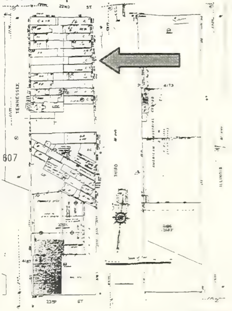
This building retains integrity of location, design, setting, workmanship, feeling, and association to its state in 1938. The stucco façade materials date from the 1960s. This building does not appear to be individually eligible for listing in either the National or California Registers. It is would also not be eligible as a contributor to a potential National Register district because of the lack of overall integrity to its original design. The resource should be given special consideration in local planning.

B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
1907 Building Permit # 9186, 1938 Building Permit #38287, 1965 Building Permits #317780 and #323156, 1969 Building Permit #372932
Block Books 1935, 1946, 1960
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2542-2544 3rd Street

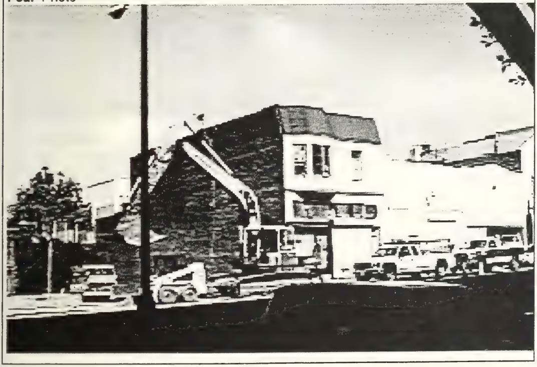
P1. Other Identifier: 100; 1522 Kentucky Street (1915)
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2542-2544 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4172 Lot: 7

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, semi-attached building is unreinforced masonry construction with brick walls and a stuccoed façade. The ground level contains a storefront transom of eight lights above a roll-up steel door and a storefront window protected by a modern decorative metal grate. A pointed oval-shaped ocular window is situated above a single pedestrian door with an infilled transom light. The second story features a three-sided bay window with a paired window in the center flanked by single windows in the first bay and a single window in the second bay, all of which are steel casement with wood sills. A beltcourse separates the two stories. The flat roof has a pitched front that follows the profile of the second story bay, and is covered with asphalt shingles.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking northwest
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1911 – Assessor's Record; UMB Survey

***P7. Owner and Address:**
Gerald M. Buhrz
% Winfield Cover & Co.
165 East 4th Street
Pittsburg, CA 94565

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5S3

***Resource Name or #** 2542-2544 3rd Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Commercial-Restaurant   B4. Present use: Commercial/Residential
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1911. New façade 1941. In 1991, the brick parapet was reinforced.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Charles Ingvorsen   b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Mixed use **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The original owner of the building was Chris Kristovich. Kristovich is listed in both the 1911 and 1913 Crocker-Langley City Directories as running a restaurant from this location, originally addressed as 1522 Kentucky. The 1915 Sanborn Map indicates that the façade of the building was originally flush. The 1935 Block Book notes Annie S. Kristovich as the owner. In 1941, Mrs. C Kristovick, the owner of record and presumably the original owners wife, obtained a building permit to cut off approximately 11'-4" from the front of the building and to construct a new façade. At this time the first floor continued to be used as a restaurant with a flat above. The 1946 Block Book notes Albert Valadez as the owner. By 1969, the owner of the building was Frank Woodmansee who obtained a permit to repair damage to the façade that had been caused by a vehicle. The use is listed as commercial & dwelling and the repairs were done by Garrison Construction Co. In 1979, some interior alterations were made.

This building retains integrity of location, design, setting, materials, workmanship, feeling, and association to its state in 1941. It does not appear to be individually eligible for listing in either the National or California Registers. It is would also not be eligible as a contributor to a potential National Register district because of the lack of overall integrity to its original design. The resource should be given special consideration in local planning.

B11. Additional Resource Attributes: (List attributes and codes) HP 2 Single Family Property; HP 45 Unreinforced Masonry Building

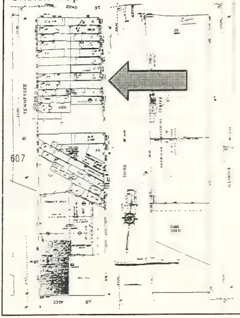
***B12. References:** Building & Industrial News, October 24, 1911
1911 and 1913 Crocker-Langley City Directories
Block Books 1935, 1946, 1960

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 2604-2608 3rd Street

P1. Other Identifier: 101; 1544, 1546, 1548, 1550 Kentucky Street (1915)
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2604-2608 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4172 Lot: 15

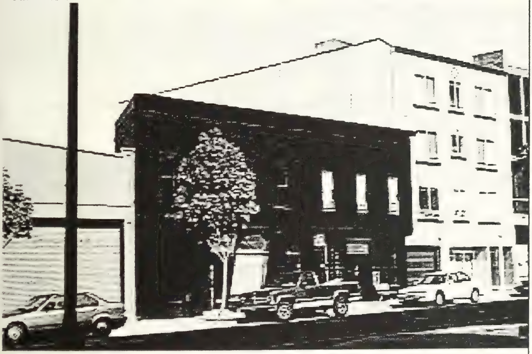
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, attached building is located on an irregularly shaped, shallow lot. It is wood-frame construction with a stuccoed 3rd Street façade. The side elevations are covered in shiplap siding. The first story façade is parallel to the street, but the second-story façade has a slightly angled orientation such that the southern end is even with the first floor façade and the northern end projects about eighteen inches over the sidewalk. The ground level features a single central door in a wood frame between two storefronts and the second story features seven double-hung wooden windows with wooden sills. The storefront at 2608 has 1950s style angled windows and permastone base with planters and the storefront at 2604 has corrugated glass windows and a double door. The central pedestrian door features a two-light transom. The roof is flat on the southern half and gabled on the northern half.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building; HP 2 Single Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west.
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
Post 1886-Sanborn Maps

***P7. Owner and Address:**
Robert C. Macphee
2920 Webster Street
San Francisco, CA 94123

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **Primary #**____________
DEPARTMENT OF PARKS AND RECREATION **HRI#**____________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3 ***NRHP Status Code** 6Z1

***Resource Name or #** 2604-2608 3rd Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Commercial-store B4. Present use: Hotel
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Southern portion built 1909. Alterations were made in 1915, 1931(second floor added), 1941(alignment of lower floor to street), 1966 (storefront). A second building has been incorporated into the structure behind the northern façade. It may be 1548 Kentuckey, constructed at the rear of the lot sometime between 1886 and 1915.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Leo E. Conull
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This building has a hidden building located aproxamately ten feet behind the current façade. It appears on aerial photographs as a two story gabled roof dwelling from the ninteenth century, although there are no city records available to verify this. A permit for a single story frame building over a basement was obtained in 1909 by the Sterling Investment Co., who retained ownership through at least 1915. (Sterling Livery Co.) The building was originally intended to be a store. Interior modifications were made in 1915 in addition to a skylight being added in the kitchen. The water connection was expanded in 1931 after the addition of a second story used as a rooming house. Presumably, the back lot house (1548 Kentucky) was moved to its current location and incorporated into the building at that time. Three stores occupied the ground floor. The use of the building was noted as a restaurant. The 1935 and 1946 Block Books note H. & R. Realty Co. as the owner. By 1941, the owner of record is Samual Ras who obtained a building permit to move the front portion of the building to meet the new street line. The work was done by E.K. Construction Co., Inc. On this permit the use is listed as a restaurant and a rooming house. By 1946, ownership had changed and the façade of the restaurant portion of the building was faced in marble and the windows replaced. The use is listed as hotel and restaurant. By 1964, the occupant of the building was the Horsaround Club, which is noted as a retail establishment. By 1966, the building is listed as a hotel, church and store and is owned by William Evankoff a resident of San Francisco.

Its loss of integrity of materials stems from the ground floor modifications in 1941 and 1966. This building does not appear to be individually eligible for listing in either the National or California Registers. It is would also not be eligible as a contributor to a potential National Register district because of the lack of overall integrity to its original design.

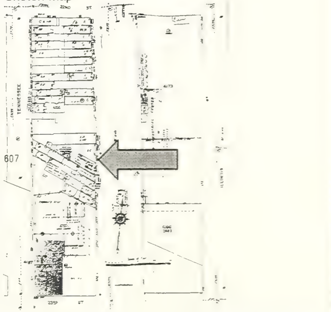
B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
1886, 1900, 1915, 1920 Sanborn Map
Building Permit #'s 25442, 64499, 66334, 93430, 95836, 295250, 327644. Water Records.
Block Books 1935, 1946, 1960
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map

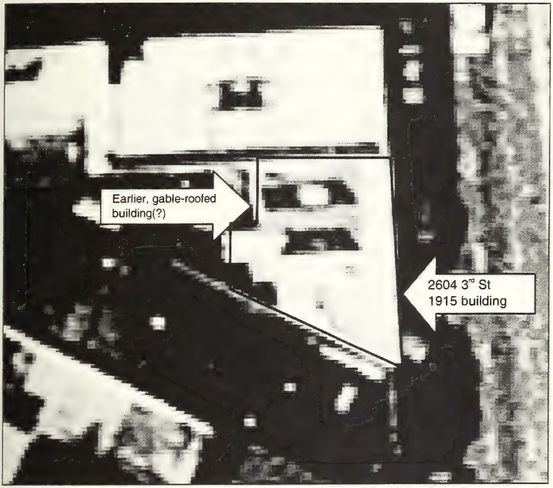


CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 3 **of** 3 **Resource Name or #** (Assigned by recorder) 2604-2608 3rd Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

Aerial view of site from Planning Department photograph, 2000.


Earlier, gable-roofed building(?)
2604 3rd St
1915 building

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 2620 3rd Street

P1. Other Identifier: 102
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2620 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4172 Lot: 16

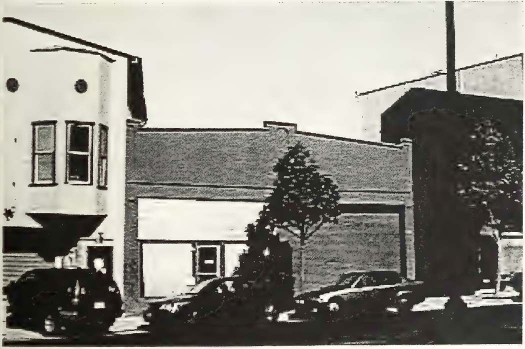
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single-story, attached automotive building is reinforced concrete construction with cement walls and is located on an irregularly shaped lot. The façade is composed of two bays. The first bay contains infill and a Roman brick base. The second bay contains a roll-up steel door that covers a new recessed storefront entry with fixed panel windows. Recessed panels are the decorative elements of this façade with a horizontal panel acting as beltcourse above the openings and arched vertical panels at the center and ends of the façade. A plain-sloped parapet with crenellations at the ends and center conceals the bow-truss roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west.
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1931 – Assessor's Record

***P7. Owner and Address:**
Thomas T. Lundberg
2620 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 2620 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

Rear of building, view from Tennessee Street looking southeast.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3

***NRHP Status Code** 4D2

***Resource Name or #** 2620 3rd Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Unknown B4. Present use: Unknown
***B5. Architectural Style:** Eclectic with Art Deco influences
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1931. A frame window and door were installed in 1935 along with a rolling metal door.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: W. Adnan
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

In 1931, a building permit was obtained for a Class C building on this site. By 1953, the owner of record was Mr. Toshinsky who obtained a permit to remove the existing windows and fill in those areas with Roman Brick and plate glass. The use of the building in 1953 was that of a mattress manufacturer. By 1994, the use is listed as an auto repair garage.

This building retains integrity of location, design, setting, workmanship, feeling, and association. Although the integrity of materials in this building have been somewhat compromised by the alterations to the façade, the basic form of the 1931 building remains and 2/3 or more of the fabric appears to remain extant. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource would contribute to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential district. This resource is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Building Permit #19033.6, 13524, and 160014.
Block Books 1935, 1946, 1960

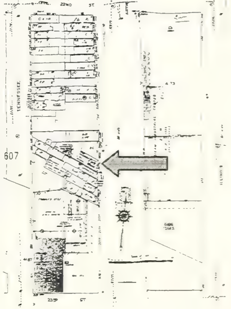
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**

(This space reserved for official comments.)

July 20, 2001

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 2624-2626 3rd Street

P1. Other Identifier: 103; 1199 Kentucky Street

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2624-2626 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4172 Lot: 18

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

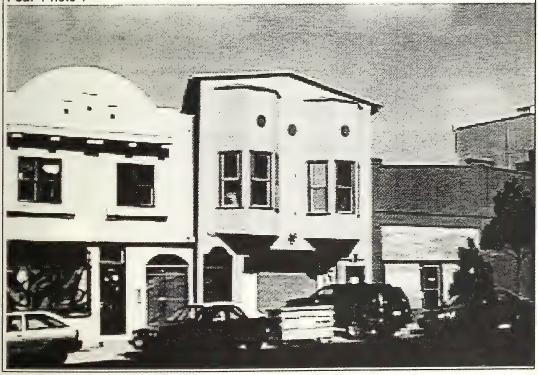
This attached frame building has a two-story front façade and a three-story rear façade because it is situated on a sloped site. It is trapezoidal in plan because of the northwest-southeast orientation of the lot. The stuccoed 3rd Street façade has two bays, which feature second-story bay windows with double-hung aluminum windows in wood frames and sills. A decorative disc is located above the center window of each bay and on the façade in the space between the two bays. A roll-up steel door in a recessed opening with a decorative arch is located in the center of the façade between two single pedestrian entrances. The southern entrance consists of a decorative iron gate and metal door with transom in a recessed entryway with an angled interior space reflecting the orientation of this lot. The northern entrance is a metal door that is flush with the façade. The roof is gabled.

See Continuation Sheet for the building located in the rear portion of this lot.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building; HP 3 Multiple Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from 3rd Street looking west.
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
c. 1915 – Sanborn Map.
1941 – Assessor's Record

***P7. Owner and Address:**
John P. & Mulqueen M. Fogarty
2624 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 2624-2626 3rd Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

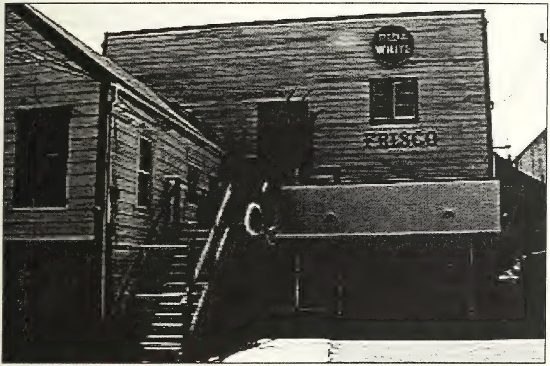


Photo 2. Building in rear, view from Tennessee Street looking southeast.

Note: The gabled building in the foreground is not included on this form. It is part of the Dogpatch Neighborhood survey.
Note: Because lot 18 shifts to the south and doubles in width on the Tennessee side, this building is directly behind the buildings on lots 19 and 20.

***P3a. Description:** (continued from page 1) This two-story, wood-frame building is oriented along a northwest-southeast axis and is attached to buildings at both its front and rear façades. The majority of this façade is covered with white narrow wooden planks and the perimeter of the façade is outlined in trim boards. Wooden stairs lead to a door at the second-story and a garage door is located at ground level beneath a walled balcony supported on steel posts. A sash door leads onto the balcony. A pair of wooden casement windows with a layout of three-by-three lights is set in a wood frame at the second story. A round sign that reads, "Red and White," is attached to the building along with red letters that spell "Frisco." A plain parapet hides the gabled roof.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 3
***NRHP Status Code** 4D2
***Resource Name or #** 2624-2626 3rd Street

B1. Historic name: 1560 Kentucky Street (1915)
B2. Common name: None
B3. Original Use: Unknown
B4. Present use: Residential
***B5. Architectural Style:** Eclectic
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built c1915. Roof altered and rear porch repaired in 1919. Window and door modifications in 1927 and 1940. Front façade stuccoed in 1940. Openings modified in 1952.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The building was constructed c. 1915 with the first modifications on record in 1919. Mary Ryan, the owner of record, received a permit in June of 1919 to alter the roof and repair the rear porch. Both in 1927 and in 1940, window and door modifications were made. In 1940, the façade was stuccoed. On both 1940 permits the building use is listed as a tavern. By 1927 through the 1940's the property remained in the Aimo family. The 1952 permit allowed many of the openings to be modified and the curb altered. The use at this time is simply listed as commercial. By 1980, the building is being used in a residential capacity with a permit being filled to repair fire damage. The current owners of record are Mulqueen M. and John P. Fogarty.

The building retains integrity of location, design, setting, materials, workmanship, feeling, and association to its c. 1940 state, having been greatly modified since it was built in c. 1915. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. This resource is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

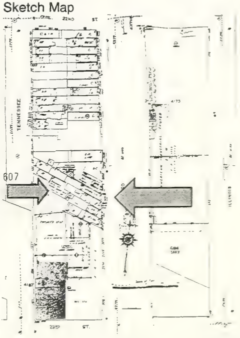
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permit #'s 86712, 157191, 51441, 51202, 62553, and 146389.
Block Books 1935, 1946, 1960

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number** (assigned by recorder) 2628-2632 3rd Street

P1. Other Identifier: 104; 1562 Kentucky Street

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2628-2632 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4172 Lot: 19

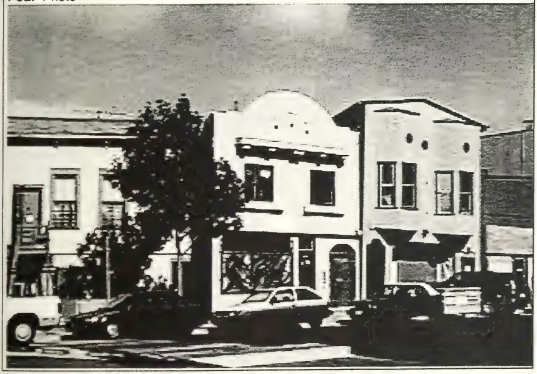
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, two bay, semi-attached wood-frame building is trapezoidal in plan reflecting the northwest-southeast orientation of this parcel. The ground level of the stuccoed Mission-style façade consists of a storefront window protected by a decorative metal grate, a single wooden door with transom and a recessed arched entryway with two single doors behind a metal security gate aligned along the axis. Above the ground level, this façade has a symmetrical composition featuring two paired double-hung wooden windows with heavy stuccoed sills below a heavy protruding stuccoed element supported by rectangular brackets. Three recessed arched panels containing red tiles fill the upper-most part of the façade within the arched parapet, which hides the flat roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building; HP 3 Multiple Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking west.
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1881 – Water Service Record

***P7. Owner and Address:**
Robert Noelke
1071 Prague Street
San Francisco, CA 94112

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water Service Record #25677, April 9 1881

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 4D2

***Resource Name or #** 2628-2632 3rd Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Unknown B4. Present use: Unknown
***B5. Architectural Style:** Mission Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built c. 1881. Building's front façade was extended to the property line fronting 3rd Street c. 1938. Reroofed in 1999.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Mixed Use **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

According to Water Service Records this building was constructed c. 1881. It appears that the building's front façade was extended to the property line fronting 3rd Street c. 1938. The 1935 Block Book notes Elizabeth A. Nordman and Anna Vance as the owners. The 1946 Block Book notes Giuseppe Livio as the owner. In 1999, a permit was granted for reroofing of the building.

This building retains integrity of location, design, setting, materials, workmanship, feeling, and association to its altered state of the late 1930s. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

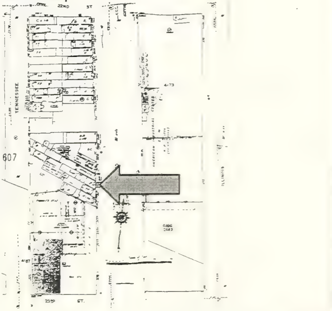
B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Building Permit #891459
Block Books 1935, 1946, 1960

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 2636-2638 3rd Street

P1. Other Identifier: 105; 1564 Kentucky Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2636-2638 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4172 Lot: 20

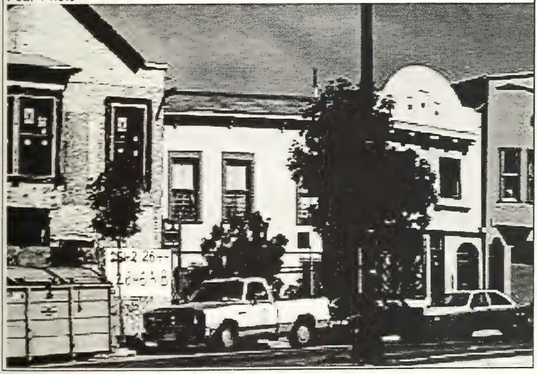
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This two-story, semi-attached wood-frame residential building is set back from the street and is oriented along a northwest-southeast axis reflecting the shape of this parcel. The façade is covered in asbestos cement siding and features three double-hung, two-over-two wooden windows in a wood frame and sills at the second story. There are two single wooden doors, one of which is located at the second story and is accessed by wooden stairs. Decorative iron grates cover several of the openings on this façade. A low wooden wall is situated along the front property line. The gabled roof is hidden by a shed roof parapet with a decorative, bracketed wooden cornice.

***P3b. Resource Attributes:** (list attributes and codes) HP 3 Mulitple Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking northwest.
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1875 – Water Service Record

***P7. Owner and Address:**
Mercedes S. Gardner
2638 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water Service Record #20035, September 25, 1875

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **Primary #**_______________
DEPARTMENT OF PARKS AND RECREATION **HRI#**_______________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 3B

***Resource Name or #** 2636-2638 3rd Street

B1. Historic name: 1564 Kentucky
B2. Common name: None
B3. Original Use: residence B4. Present use: two family dwelling
***B5. Architectural Style:** Vernacular with Italianate influences
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built c. 1875. Clad in Asbestos Cement siding c. 1940.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Residential **Applicable Criteria** C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This small two family residential building was built in 1875 for B. A. Follmer. The 1907 Crocker City Directory lists two members of the Follmer Family as rope makers living in other parts of the city, including William Follmer, foreman at Tubbs Cordage. It is likely that B. A. Follmer was also a rope maker, as this parcel is located along the development lines of the Tubbs Cordage factory. In fact, this and a few of the neighboring lots were developed not on the city grid, but parallel to the Tubbs factory's ropewalk. The 1910 Crocker City Directory lists Miss Mary Fagan as a resident of 1564 Kentucky (2636 3rd Street). The 1935 and 1946 Block Books note Mary Fagan as the owner.

The owners of record on a 1965 building permit application, which was cancelled, are Mr. & Mrs. James Gardner. The lack of building permits and the building's appearance suggest that it has gone through little outward modification since it's construction c.1875. The wood framed structure retains its wood sash two-over-two double hung windows, all typical of 1870s construction.

This building retains integrity of location, design, setting, workmanship, feeling, and association. It lacks some integrity of materials because of the application of cement siding. Therefore, it is potentially eligible for the National and/or California Registers under Criterion C: Architecture, as an early surviving example of this style of architecture in the Central Waterfront area. This resource would also contribute to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential district. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for separate listing in the National Register

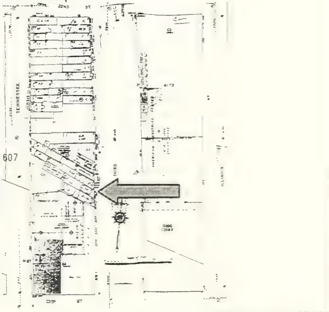
B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Building Permit #322784
Block Books 1935, 1946, 1960

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95) *Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 2642-2646 3rd Street

P1. Other Identifier: 106; 1568 Kentucky Street (1915)
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 2642-2646 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4172 Lot: 21

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

There are two buildings on this parcel. The front building is pictured in photo 1. The rear building is pictured in photo 2.

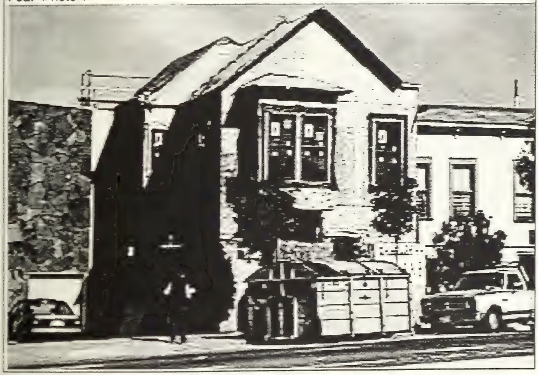
Front building, Photo 1. This two-story (over a basement) frame building oriented along a northwest-southeast axis is currently under renovation. The exposed portion of the building is covered in plywood panels and features a second-story square bay window and vinyl windows on all façades of the front section. The northern façade is covered in shiplap siding. This building has a hipped and gabled roof.

Rear building, Photo2. This single-story portion of the building is also under renovation. Narrow wooden planks cover most of the façade, which features two tall, narrow windows. A small window is located in the end gable of the roof.

***P3b. Resource Attributes:** (list attributes and codes) HP 3 Multiple Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from 3rd Street looking northwest.
May, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1894 – Water Service Record

***P7. Owner and Address:**
Anne K. Miller Trustee
735 Hillcrest Way
Redwood City, CA 94062

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 06-11-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water Service Record, August 29, 1894

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ____
HRI # ____
Trinomial ____

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 2642-2646 3rd Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update

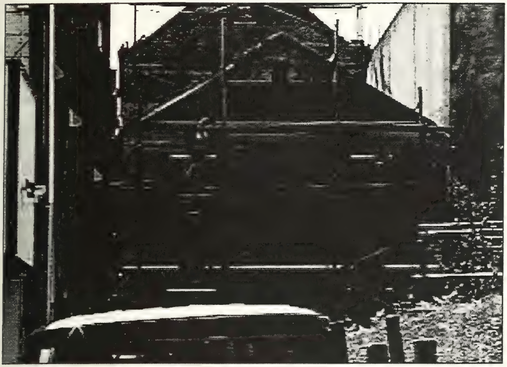


Photo 2. Rear of building, view from Tennessee Street looking southeast.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3

***NRHP Status Code** 6Z1

***Resource Name or #** 2642-2646 3rd Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Unknown
B4. Present use: Vacant (currently under renovation)
***B5. Architectural Style:** None (currently being renovated)
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built c. 1894.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Residential **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

According to Water Service Records the building was constructed c. 1894. The 1935 Block Book notes Bridget Murphy as the owner. In 1946, permits were obtained by owner Tony Alaga to install a back staircase, "general overhauling", "repair", and to install a concrete foundation and retaining wall. Permit #86535 notes that building is vacant and the proposed use is a restaurant. In 1947, a permit is obtained to add a neon sign to the building. The use remains consistent until 1949 when the use is listed as housing accommodations on a permit for installation of a concrete foundation. In 1980, a permit allowing repairs notes the use of the building as a residence and a bar. The building appears to have remained in the Alaga family until at least 1980. In 1998, a permit was granted that allowed the owner to make minor repairs on wood that had been affected by dry rot. In 1999, the use of the building was changed to a two-family dwelling with commercial. The current owner of record is Anne K. Miller, Trustee.

The buildings lack integrity of location, design, setting, materials, workmanship, feeling, and association. Neither resource appears eligible for the National or California Registers, nor should the buildings be given any consideration in local planning.

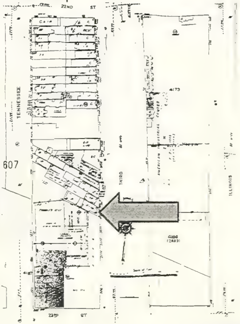
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permit #'s 86535, 84311, 95835, 118221, 289550, 822581.
Block Books 1935, 1946, 1960

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) American Can Company Southern Extension

P1. Other Identifier: 107
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North **Date** 1995
***c. Address** 2501 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4173 Lot: 1

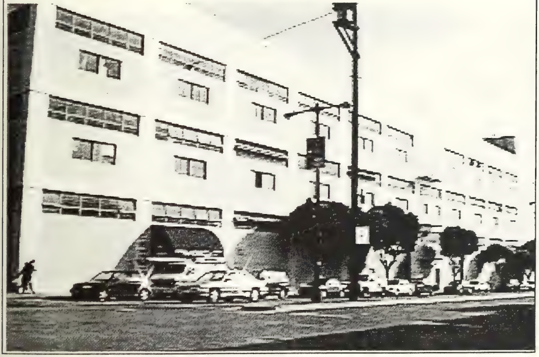
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This large, three-story, free-standing warehouse and office building is re-enforced concrete construction with cement walls. There are 23 bays on each of the eastern and western façades, eight on the northern façade, and seven on the southern façade -- reflecting the slightly tapered shape of the lot. The exception is the southwestern corner, which is clad in corrugated concrete. The bays on all façades of this building are defined by the exposed structure of columns and floor plates as plain pilasters and string courses that run uninterrupted. The upper portion of almost every story contains five steel sash pivot windows with a layout of three vertical by two horizontal lights per window. Fixed and sliding aluminum windows have been added below the steel sash windows at the second and third stories of most bays. Roll-up steel doors are located at the ground level on all façades; however, only doors on the southern façade are original. The 3rd Street façade is the most formal, featuring pedestrian entrances. The southern façade fronts an open lot and contains raised loading docks that are protected by a metal canopy. At the eastern end of this bay, unprotected by the canopy, is a larger roll-up steel door through which a rail spur (only a portion still exists) from Illinois Street entered the building. The Illinois Street façade has been significantly altered at the ground level where roll-up steel doors and metal pedestrian entrances have been added to almost every bay to facilitate the many businesses occupying space in this building. The second and third stories of a centrally located bay on this façade contain roll-up steel doors over window infill. (See Continuation Page 2).

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View southeast from 3rd Street
11-29-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1955 – Building Permit

***P7. Owner and Address:**
American Can Co.
2345 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #167064

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) American Can Company Southern Ext
***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

The northern façade features a recessed formal pedestrian entrance with transoms and near the center of the second story, a roll-up steel door was used as a truck bridge that connected this building to a building across 22nd Street. A cable runway bridge located at the second story of the eastern bay also spanned 22nd Street. A faded sign that reads "American Industrial Center," is located at the raised portion of the building near the center of the 3rd Street façade. This building has a flat roof with a plain parapet and penthouse mechanical spaces near the center of the northern and western façades.

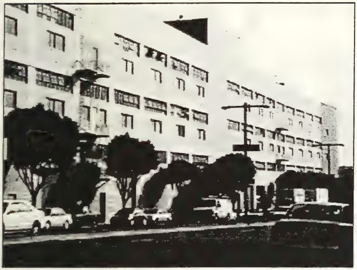


Photo 2. View southeast from 3rd Street

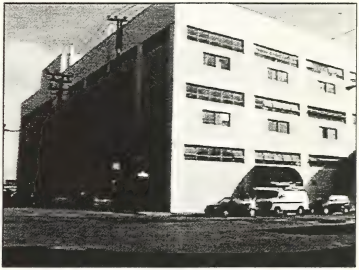


Photo 3. View southeast from the corner of 3rd and 22nd Streets

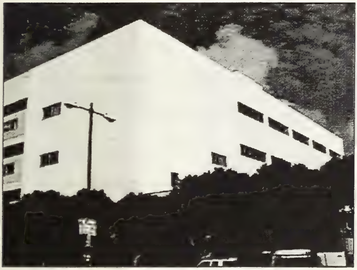


Photo 3. View northeast from 3rd Street

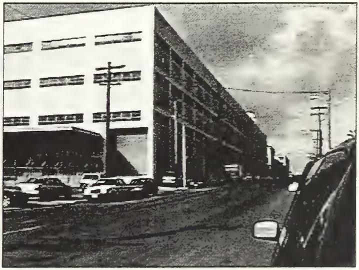


Photo 4. View northwest from Illinois Street

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #________
HRI#________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 3

***NRHP Status Code** 4S1

***Resource Name or #** American Can Company Southern Extension

B1. Historic name: American Can Company Southern Extension
B2. Common name: None
B3. Original Use: Manufacturing warehouse
B4. Present use: Unknown
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1955. Truck services building constructed 145-feet north of 23rd Street in 1965. One roll-up steel door widened and another one added to center of western façade in 1983. Second story windows installed in 1983.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** 2301 3rd Street-Original American Can Co. building (Block 4109, Lot 1)

B9a. Architect: Ernest H. Lee, engineer
b. Builder: J. H. Pomeroy & Co., Inc., contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Constructed in 1955, this modernist expansion of the American Can Company warehouse represents the last phase in the company's expansion in the Central Waterfront. The American Can Company was the last major industry to construct a large-scale industrial plant in the largely built-out Potrero Point industrial zone.

This building retains integrity of location, design, setting, materials, workmanship, feeling, and association.

This building is not 50 years in age and does not meet the individual exceptional significance criteria under the National Register

This property may become eligible for separate listing in the National Register when the property becomes old enough to meet the Register's 50-year requirement. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

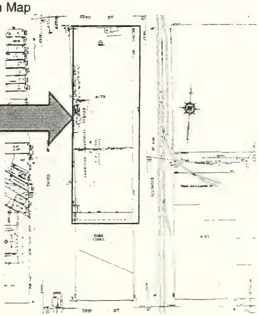
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permit #167064, #319722. #8308405, #8309413

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________
HRI #________
Trinomial________
NRHP Status Code________
Other Listings________
Review Code____ Reviewer________ Date______

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 1270 Indiana Street

P1. Other Identifier: 108; 938 Indiana St. (Between 1893 and 1915)
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 1270 Indiana Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4227 Lot: 31

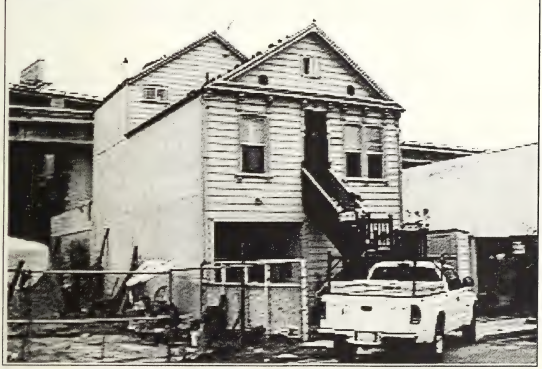
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This is a two-story, with partial third-story addition, single-family frame residence with shiplap siding. The house is an isolated residential structure enveloped by highways and commercial structures. The simple, gable ended, three bay façade features brackets above each element on the underside of the pediment. The house was raised a number of feet to accommodate an oversized garage built at grade. The windows are one-over-one, double-hung aluminum sash; a single window on the south side is present and a paired window to the north is also found. There is a small sliding aluminum window in the center of the gable. The rake boards are adorned with ceramic tiles. A modern wooden staircase descends from the recessed entry to the ground level.

***P3b. Resource Attributes:** (list attributes and codes) HP 2 Single Family Property

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Indiana Street looking west
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1893 – water service record

***P7. Owner and Address:**
Crespi Family 1989 Revocable Trust
% Victor A. & Dolores Crespi
1631 Silliman Street
San Francisco, CA 94134

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Water service record #42467, October 31, 1893

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2

*NRHP Status Code 5N

*Resource Name or # 1270 Indiana Street

B1. Historic name: McKay House
B2. Common name: None
B3. Original Use: Single-family dwelling
B4. Present use: Single-family dwelling
***B5. Architectural Style:** Eclectic
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Water Service Record #42467 October 31, 1893.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Residential **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Water service records indicate that the initial tap was installed in 1893 for Mrs. McKay. The 1915 Sanborn Map labels this building as a dwelling and shows that the block consisted of a store and about fifteen dwellings or flats. The 1935 block book and the 1939 City Directory list Annabel Efestione (Seraphina) at this address. A mechanic named Justino Villar and his wife, Maria, appear at this location in City Directories by 1948 and remain there until 1971. This building continues to be used as a residence today.

This building possesses little integrity of location, design, workmanship, materials, and association. Alterations such as raising the building and adding a wooden staircase to the second story create a loss of integrity of feeling, and the demolition of all of the other contemporary buildings on the block create a loss of integrity of setting.

1270 Indiana Street retains contextual significance as an example of a frame dwelling from the end of the nineteenth century, many of which still exist in the Dogpatch residential neighborhood of the Central Waterfront. It is noteworthy as the only physical connection to the residential character of this block during the period of significance. This property has experienced significant changes but should be given consideration in local planning. The alterations to this building have impacted its integrity to such a degree that it lacks eligibility to both the National and California registers.

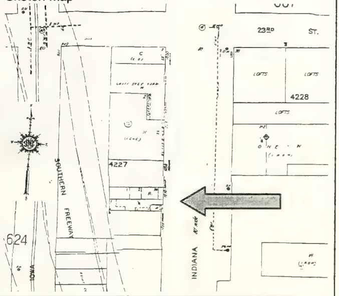
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 1280 Minnesota Street

P1. Other Identifier: 109

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 1280 Minnesota Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4228 Lot: 10

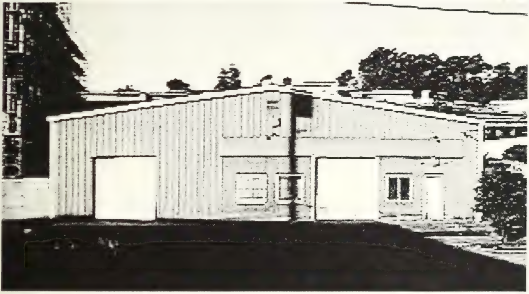
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This gabled roof, single story, freestanding warehouse is of steel frame construction with painted corrugated metal walls. The Minnesota Street façade is set back on a concrete loading dock platform situated along a rail spur. The front of the loading dock is painted and contains railroad tie bumpers. The façade features two roll-up steel doors, one pedestrian door; three framed sliding aluminum windows and a long, rectangular sign box that reveals through faded letters, "Mahoney Export Services".

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Minnesota Street looking west
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1910 – Assessor's Record

***P7. Owner and Address:**
Sylvia Rosenberg
320 Alemany Boulevard
San Francisco, CA 94110

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
none

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
***NRHP Status Code** 6Z1
***Resource Name or #** 1280 Minnesota Street

B1. Historic name: Potrero Compressed Yeast & Vinegar Works
B2. Common name: None
B3. Original Use: Storage and generator warehouse
B4. Present use: Furniture Display Warehouse
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1910. Wood door installed on eastern façade in 1949. New composition roof and two overhead wood doors installed in 1949. Building covered with metal panels and new entry built in 1973.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: unknown
b. Builder: unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1900 Sanborn Map shows this building housing the Fertilizer Department (mixing and grinding) for the N. Ohlandt & Cos Bone Black & Fertilizer Works. The 1915 Sanborn Map shows that this building was used by the Potrero Compressed Yeast & Vinegar Works for vinegar vats & storage on the first floor and was vacant on the second floor. The 1919 Sanborn Map shows this building as part of the Fleischman Company of California Yeast & Vinegar Works with the first floor used for vinegar storage tanks and the second floor for vinegar generators. According to the 1935 block book, Standard Brands of California owned this parcel. The 1947 land use map shows that it was used for scrap storage and was also vacant. Salco Iron & Metals Co. was the owner by 1949 and the building was used for metals storage and as a brass foundry.

This building has very little integrity of materials, workmanship, design and association because it has been altered. It also lacks integrity of setting and feeling because no other associated structures remain on the block.

1280 Minnesota Street appears not to have particular cultural or historical value. It also would not be a contributor to any district related to the Central Waterfront because the present structure and its immediate surrounding environment bear no connection to the historical uses associated with the building. This building is too severely altered to be eligible to the California Register.

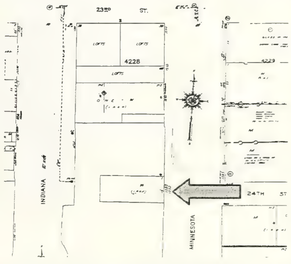
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permits #114443, #115405, Feb. 7-1973 (# unreadable)

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 1201 Minnesota Street

P1. Other Identifier: 110
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 1201 Minnesota Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4229 Lot: 2, northern portion

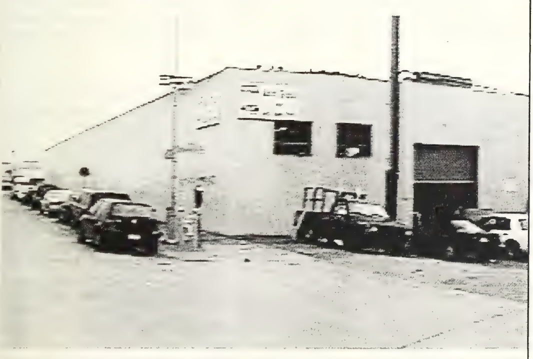
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story, semi-attached warehouse is of reinforced concrete construction with cement walls. It extends the entire width of the block with four bays on the Minnesota and Tennessee Street façades and 10 bays on the 23rd Street façade. There is a change in street grade at the northern bay of the Minnesota Street façade. Roll-up steel doors are located in the center bays of the Minnesota Street façade and two steel sash awning/pivot windows are located in each of the end bays. A pedestrian door is located near the center of this façade. The 23rd Street façade has no openings. The roof is supported by a shallow bow-truss and contains skylights.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Minnesota and 23rd Streets looking southeast
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1955 – Building Permit

***P7. Owner and Address:**
The Fuller Family Trust
% Bert Fuller
10-610 Wimble Don Drive
Rancho Mirage, CA 92270

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #174851

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 6Z1

***Resource Name or #** 1201 Minnesota Street

B1. Historic name: Lady's Choice Foods, Inc.
B2. Common name: None
B3. Original Use: Warehouse
B4. Present use: Warehouse
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1955.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Harold Roach, engineer
b. Builder: unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 Sanborn Map shows that this block was mostly undeveloped except for a cluster of small buildings near the middle of the western part of the block and spilling onto Minnesota Street. The orientation of the buildings does not conform to any particular pattern. "Chinese" is written on the map in the middle of the cluster. The 1919 Sanborn Map shows the same unconventional arrangement of buildings and a newer dwelling with a typical orthogonal orientation that relates to the shape of the block. The 1935 block book shows that this portion of the block was owned by A. L. Tubbs Co., and a hand-written note says that a food warehouse was built in 1955. The owner on the original building permit was Lady's Choice Foods, Inc., which was also listed in the City Directory at 1237 and 1275 Minnesota Street. There are no entries for this address in the City Directory until 1963 when The Glidden Co. is listed.

This building is little altered and possesses integrity of location, design, workmanship, materials, association, setting, and feeling.

1201 Minnesota Street is a well-preserved, medium-sized warehouse dating from 1955, used by two companies with a substantial presence in this block of the Central Waterfront, an industrial and residential district. This property appears not to have particular cultural or historical value. This resource does not appear to contribute to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential district with the period of significance of 1854-1948. This property has been individually evaluated as ineligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Building Permit #174851

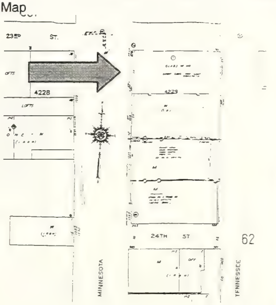
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 1225 Minnesota Street

P1. Other Identifier: 111
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 1225 Minnesota Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4229 Lot: 2, southern portion

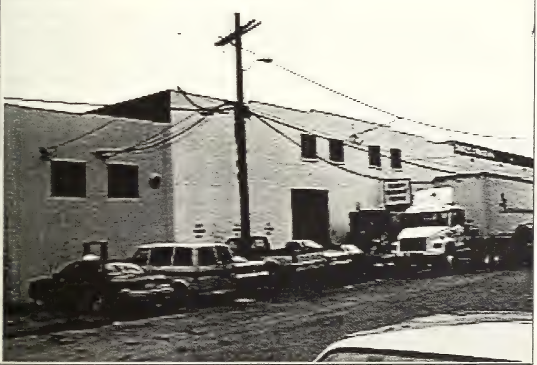
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This single story, attached warehouse is UMB construction with cement block walls. The openings are concentrated in the center of the façade, which features four steel sash windows with sills above two roll-up steel doors located on either side of a double metal pedestrian door. The flat roof has a stepped parapet that relates to the symmetrical composition of the openings on the façade. A projecting sign and a larger painted sign identify this business as "Economy Restaurant Fixtures".

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Minnesota Street looking southeast
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1950 – Building Permit

***P7. Owner and Address:**
Fuller Family Properties LLC
10601 Wimbledon St.
Rancho Mirage, CA 92270

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #130471

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
***NRHP Status Code** 6Z1

***Resource Name or #** 1225 Minnesota Street

B1. Historic name: Crown Products Warehouse
B2. Common name: None
B3. Original Use: Storage warehouse for packaged food B4. Present use: Warehouse
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1950.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** 1237 and 1275 Minnesota Street

B9a. Architect: Harold Roach, engineer b. Builder: Not Let, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 Sanborn Map shows this block as mostly undeveloped except for a cluster of small buildings near the middle of the western part of the block and spilling onto Minnesota Street. The orientation of the buildings does not conform to any particular pattern. "Chinese" is written on the map in the middle of the cluster. The 1919 Sanborn Map shows the same unconventional arrangement of buildings with the addition of a newer dwelling with a typical orthogonal orientation that relates to the shape of the block. The 1935 block book shows that A. L. Tubbs Co. owned one portion of this lot and Wing and Tai Lim owned the other portion -- a dwelling built in 1922. There is a hand-written note stating that a building for food packaging and storage use was constructed in 1950 and the owner on the original building permit was Crown Products Co. That business was located in two buildings to the south at 1237 and 1275 Minnesota Street. The 1947 land use map shows that two small dwellings existed, but were demolished.

This building is little altered and possesses integrity of location, design, workmanship, materials, association, setting, and feeling.

1225 Minnesota Street is a well-preserved, medium-sized warehouse dating from 1950, used by two companies with a substantial presence in this block of the Central Waterfront, an industrial and residential district. This property appears not to have particular cultural or historical value. This resource does not appear to contribute to a potential National Register historic district as it relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential district with the period of significance of 1854-1948. This property has been individually evaluated as ineligible for the California Register.

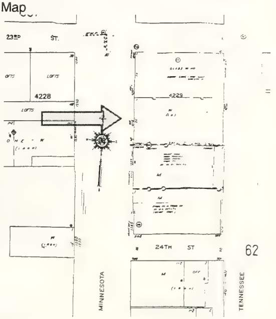
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permit #130471

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)
***Required information**

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 1237 Minnesota Street

P1. Other Identifier: 112

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 1237 Minnesota Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4229 Lot: 3

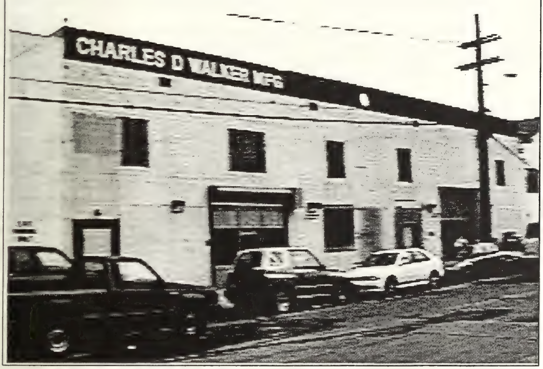
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This is a two-story, semi-attached, brick and re-enforced concrete warehouse with a four-part roof system: two parallel gables and one perpendicular gable representing original construction; one flat roof section (and new façade) added in 1951. The front façade features five bays with a variety of openings, some of which have been altered. There are steel sash awning windows and infilled openings at the second floor and a roll-up steel door. Other front façade features include a roll-up steel door converted into a formal pedestrian entrance, plain pedestrian doors, and windows and infilled openings at the ground floor. Masonry ties appear on the façade below the simple parapet that features a circular opening and a painted sign identifying the business as "Charles D. Walker Mfg". The roof is flat.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Minnesota Street looking southeast
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1929 – Building Permit
1951 façade – Building Permit

***P7. Owner and Address:**
Margaret Rocchia Living Trust
1237 Minnesota Street
San Francisco, CA 94110

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #180328; façade - Building Permit #139681

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

Page 2 of 2

***NRHP Status Code** 5N

***Resource Name or #** 1237 Minnesota Street

B1. Historic name: None
B2. Common name: Charles D Walker MFG
B3. Original Use: Factory
B4. Present use: Manufacturer
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1929. Incinerator built in 1937. Façade altered (three posts removed and door opening cut) and two roof trusses installed in 1951.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** 1225 and 1275 Minnesota Street

B9a. Architect: Irvine & Ebbets
b. Builder: I. Epp & Son
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 Sanborn Map shows this block as mostly undeveloped except for a cluster of small buildings near the middle of the western part of the block and spilling onto Minnesota Street. The orientation of the buildings does not conform to any particular pattern. "Chinese" is written on the map in the middle of the cluster. The 1919 Sanborn Map shows the same unconventional arrangement of buildings and a newer dwelling with a typical orthogonal orientation that relates to the shape of the block. J. Smooke, who would become the president of Crown Products Corp. by 1936, filed the original building permit application in 1929. The 1935 block book shows this portion of the block owned by Crown Products Corp., which remained at this location until at least 1939. Crown Products Corp. also constructed two other buildings on the block: 1275 Minnesota Street in 1937 and 1225 Minnesota Street in 1950. Lady's Choice Foods is named as the occupant of this building and at 1275 Minnesota Street from 1946-1960. Lady's Choice was also the builder of 1201 Minnesota Street in 1955. Chlorine Solutions Company of Northern California used this building in 1959 for a warehouse and bleach manufacture. This building was vacant during much of the 1960s until Western Woodcraft Mgr Co moved into the space. Charles D. Walker manufacturing located to this building in the late 1980s.

Its main façade has been altered enough to compromise the integrity of design, workmanship, and materials. It still, however, possesses integrity of location, association, setting, and feeling because the other warehouses on the block still exist.

1237 Minnesota Street retains contextual significance as a medium-sized warehouse with a substantial presence in this block of the Central Waterfront. It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance. This property has experienced significant changes but should be given consideration in local planning. This property has been individually evaluated as ineligible for the California Register.

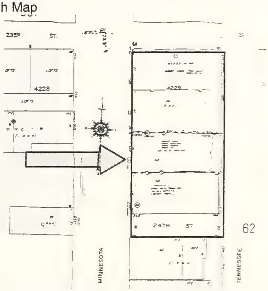
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permit #180328, #139681

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 3 **Resource name(s) or number**(assigned by recorder) 1275 Minnesota Street

P1. Other Identifier: 113

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 1275 Minnesota Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4229 Lot: 4

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

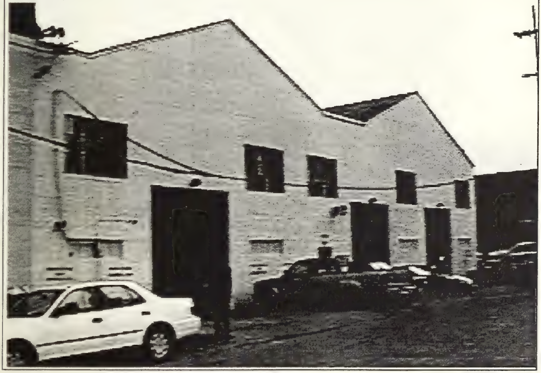
This single story, semi-attached warehouse is of re-enforced concrete construction under a roof of two parallel gables. It is located on a lot fronting Minnesota, Tennessee and 24th Streets and extends the entire width of the block. The Minnesota Street façade is composed of eight bays -- three that contain a roll-up steel door and are separated by bays containing multi-light, steel sash awning windows above a recessed single row of five lights. These windows have been painted over.

A pedestrian door is located near the center of this façade. Similar multi-light steel sash windows are evenly spaced on the 24th and Tennessee Street façades. The street grade rises seven to eight feet along the 24th Street façade. A roll-up steel door is also located on the Tennessee Street façade next to the end of a rail spur.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

*P4. Resources Present: ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from Minnesota Street looking east
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1937 – Building Permit

***P7. Owner and Address:**
The Fuller Family Trust
% Bert Fuller
10-610 Wimble Don Drive
Rancho Mirage, CA 92270

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #25558

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary #
	HRI #
CONTINUATION SHEET	Trinomial

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 1275 Minnesota Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

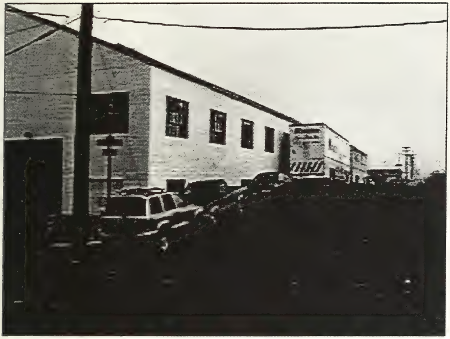


Photo 2. View east from 24th and Minnesota Streets.

Photo 3. View west from 24th Street.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #__________
HRI#__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 3

*NRHP Status Code 4D2

***Resource Name or #** 1275 Minnesota Street

B1. Historic name: Crown Products Corp. Warehouse
B2. Common name: None
B3. Original Use: Grocery warehouse
B4. Present use: Warehouse
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1937.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:**
Rail spur along eastern facade

B9a. Architect: owner, Crown Products Corp. b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 Sanborn Map shows this block as mostly undeveloped except for a cluster of small buildings near the middle of the western part of the block and spilling onto Minnesota Street. The orientation of the buildings does not conform to any particular pattern. "Chinese" is written on the map in the middle of the cluster. The 1919 Sanborn Map shows the same unconventional arrangement of buildings and a newer dwelling with a typical orthogonal orientation that relates to the shape of the block. The 1935 block book shows that George S. Crim, Samuel M. Crim, Grace M. Crim and Grace M. Crim Trust owned a portion of this lot, and that Standard Brands of California owned the remaining portion. This building was constructed in 1937 for Crown Products Corp., which also occupied the adjacent building to the north at that time. J. Smooke was listed as the president of Crown Products Corp. on the permit. Another building at 1225 Minnesota Street was constructed for Crown Products Corp in 1950. City Directories from 1948-1960 list Lady's Choice Foods at this address. A building at 1201 Minnesota Street was constructed for Lady's Choice Foods in 1955. This building was vacant for much of the 1960s before Stanline Co. moved into the space.

This building is little altered and possesses integrity of location, design, workmanship, materials, association, setting, and feeling.

1275 Minnesota Street retains contextual significance as a well-preserved, medium-sized warehouse with a substantial presence in this block of the Central Waterfront. It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. The district relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. This property has been individually evaluated as ineligible for the California Register.

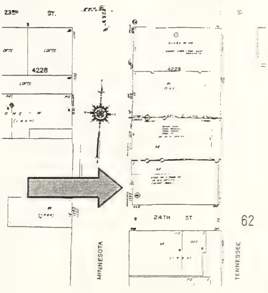
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permit #25558

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #__________
HRI #__________
Trinomial__________
NRHP Status Code__________
Other Listings__________
Review Code_____ **Reviewer**__________ **Date**________

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 1300 Illinois Street

P1. Other Identifier: 114

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North **Date** 1995

***c. Address** 1300 Illinois Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4231 Lot: 2

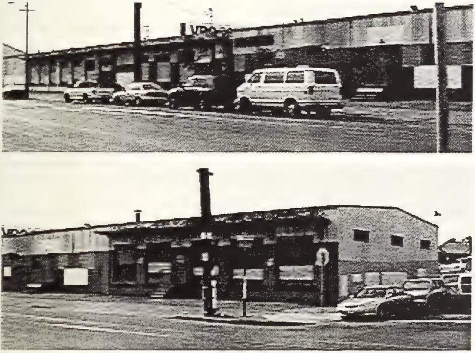
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A single story, freestanding stuccoed concrete distribution warehouse with a shallow gable roof. The rectangular form of this building is very long and low, running the length of the block with a deep setback. Fifteen raised loading docks dominate the main façade each with a thick wooden bumper fashioned from railroad ties and simple light fixtures. Shallow metal awnings shelter the loading areas. The central portion of the warehouse lacks loading doors and houses storage and an office. An old sign identifies the building as: "De Lano Bros." Warehouse.

***P3b. Resource Attributes:** (list attributes and codes) HP6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
Views on Illinois Street looking west.
12-06-2000

***P6. Date Constructed/Sources:**
c.1948
Planning Dept. 1947 Land Use Map, and Assessor's records.

***P7. Owner and Address:**
Shriners Hospitals
% Delano Bros
1300 Illinois Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
none

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

State of California — The Resources Agency **Primary #**__________
DEPARTMENT OF PARKS AND RECREATION **HRI#**__________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2 ***NRHP Status Code** 4D2

***Resource Name or #** 1300 Illinois Street

B1. Historic name: None
B2. Common name: The Pacific Telephone & Telegraph Co. Supplies Depot Building
B3. Original Use: Warehouse B4. Present use: Warehouse
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Circa 1948—Present building constructed, altered 1957
1965—Four door openings enlarged, one fire door installed, and three existing openings on west elevation infilled.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1920 Sanborn Map shows no structures on this entire block, as it was located within the tidal flats. Building permit records indicate that alterations were made in 1965 and do not provide information regarding the construction of the present building. The Planning Department's updates of the 1947 land use map show that the present building was there in 1948. There are 1965 certificates of occupancy for the Walkup Drayage & Warehouse Company to use the building as a truck terminal and warehouse. The 1998 Sanborn Map shows a warehouse use and the occupant, The Pacific Tel. & Teleg. Co. Supplies Depot.

Without information on the actual date of construction, it is difficult to assess the building's integrity of design, workmanship and materials. The resource does, however, possess integrity of location, association, setting and feeling to associated warehouses.

This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. The district relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at the local level under Criteria A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as ineligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes)

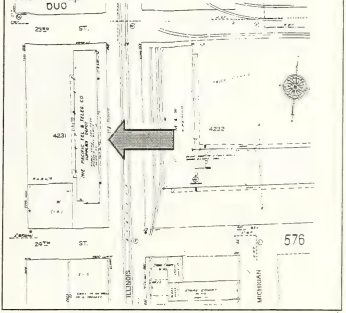
***B12. References:**
Building Permit #311242

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 6 **Resource name(s) or number**(assigned by recorder) 1215-1275 Michigan Street

P1. Other Identifier: 115; Sheedy Inc.

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North **Date** 1995

***c. Address** 1215-1275 Michigan Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4241 Lots: 2,3,4

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This is a complex of six freestanding industrial buildings and one office building occupying a large waterfront block consisting of three city blocks. The site is bound on the west by Michigan Street, north by 24th Street, east by Maryland Street (unopened) and 25th Street to the south. A high chain link fence encloses the site. The seven buildings that compose the complex have been named consecutively A through G according to their location in the block. The office building, Building A, occupies the northwest corner of the block. Building B is located along 24th Street to the east of building A. Building C also located along 24th Street to the east of Building B. Building D is located slightly west of the center of the block. Building E is located mid-block on Maryland Street. Building F is located near the southwest corner of the block. Building G is located in the southeast corner of the block.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Buildings

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1

P5b. Photo: (view and date)
View from 24th Street looking southeast of Buildings C, B, and A.
02-14-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1950 – lots 2 and 4: Assessor's Records
1952 – lot 3: Assessor's Records

***P7. Owner and Address:**
[Lot 4] Sheedy Inc.
1401 Griffith Street
San Francisco, CA 94124
[Lots 2 and 3] Adolph & Mary Battaini
% Normandy Associates
P.O. Box 77004
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 02-20-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") Building Permit application numbers: 244886, 126101, 257056, 126552, 126049, 126100, 130321, 9320698.

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **Primary #**

DEPARTMENT OF PARKS AND RECREATION **HRI#**

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z1

***Resource Name or #** 1215-1275 Michigan Street

B1. Historic name: Eaton and Smith Plant

B2. Common name: Sheedy Drayage Company Plant

B3. Original Use: Lot 2=Warehouse; Lot 3=Warehouse; Lot 4=Building A—Office; Building B–Blacksmith warehouse; Building C–Hazardous shop; Building D–Tire storage; and Building E—Truck parking shed.

B4. Present use: Sheedy Drayage Company—Truck repair and storage

***B5. Architectural Style:** Utilitarian

***B6. Construction History:** (Construction date, alterations, and date of alterations)

Lot 2: 1950—One building (Building G on sketch map below) constructed, per the Tax Assessor's records. No building permit is recorded for this building.
1985—An asphalt plant was demolished.
Lot 3: 1952—Existing warehouse (Building F) constructed, per the Tax Assessor's records.
Lot 4: 1950—Present Buildings A, B, C and D constructed or moved to location.
1961—Present Building E constructed.
1993—Addition to Building A.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a

***B8. Related Features:** (All related buildings listed on this DPR.)

B9a. Architect: Lot 4: Buildings A, B, C and D -- E. O. Burgess, engineer. Building E -- Nathan Karp. Others unknown.

B9b. Builder: Lot 4: Buildings A, B, C and D -- Judson Pacific-Murphy Corp., contractor. Building E -- Sheedy Drayage. Others unknown.

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront

Period of Significance 1856-1948 **Property Type** Industrial **Applicable Criteria** None

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

As late as 1920, the Sanborn Map shows the entire Assessor's Block 4241 as part of the tidal flats. Building permit records and City Directories indicate that a general contractor -- Eaton and Smith -- first used the whole block in the 1950s and later by the Sheedy Drayage Company in the 1960s. Sheedy Drayage continues to operate at this location. At the time Eaton and Smith occupied the block, Lot 4 had an office on the northeast corner of Michigan and 24th Streets as well as a blacksmith shop, a parts warehouse, warehouses with carpenter shops and a building containing a tire shop and wash rack. Lots 2 and 3 had two additional warehouses and machinery for mixing asphaltic concrete. Sheedy Drayage added a truck parking shed in 1961 and continues to use the other buildings for storage or truck repair. The asphalt plant that occupied part of Lot 2 was demolished in 1985. The 1998 Sanborn Map shows Lots 2 and 3 occupied by the Pacific Pavements Company Ltd.

This property appears not to have particular cultural or historical value. These buildings have experienced too many alterations and modern intrusions to be eligible for the National or California registers or to contribute to a potential National Register historic district.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Building Permits #126101 (B), #126100 (C), #126099 (D); #244886; #257056 (E);

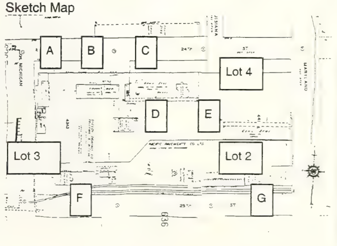
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map

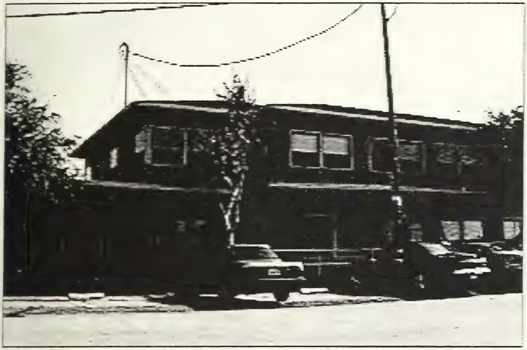


State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # __________
HRI # __________
Trinomial __________

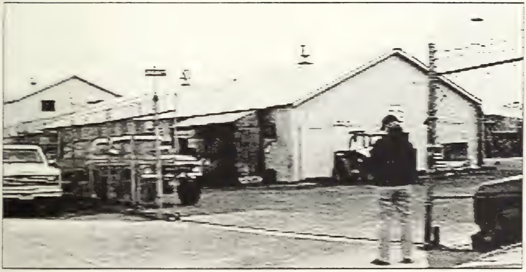
Page 3 **of** 6 **Resource Name or #** (Assigned by recorder) Sheedy Drayage
***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update

Continued: [P5a. Photo]



Building A: View east from Michigan Street.

Building A is a two-story, freestanding, frame office building on a brick base with a hipped roof. Paired windows are found on all elevations consisting of a fixed upper light and an awning bottom sash. The centrally placed formal entrance with brick sides projects from the building face. A brick base rises to the bottom of the first floor windows on all elevations. A canopy with exposed rafters extends from the entrance north across the façade and across the entire northern face of the building. The western (front) half of the second floor was added in 1996. A semi-attached single story accessory building on the southern end of the office contains a small wood frame locker room and concrete vault.



Building B: View southeast from 24th Street

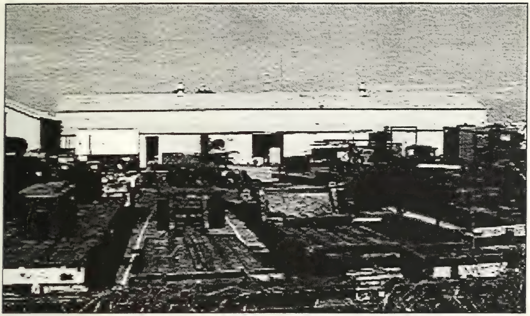
Building B is a one-story, steel frame industrial building with corrugated steel siding and roof. There are multiple industrial steel sashes and a pair of sliding steel vehicular doors on the northern elevation. Historically known as the tool warehouse and carpenter shop.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

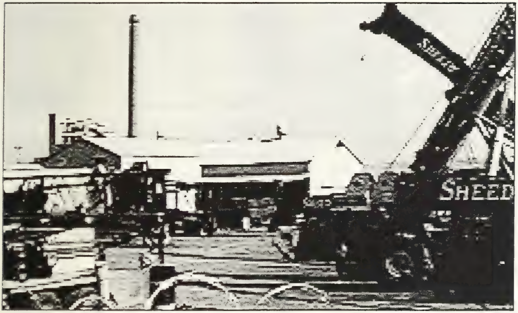
Primary # ______
HRI # ______
Trinomial ______

Page 4 **of** 6 **Resource Name or #** (Assigned by recorder) Sheedy Drayage
***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update



Building C: View north from 25th Street.

Building C is a one-story, steel frame industrial building with corrugated steel siding and roof. Historically used as the repair shop, welding shop and parts room. The northern elevation features a lean-to saltbox addition with three sets of sliding vehicular doors. The southern elevation features a smaller lean-to addition with four sets of sliding vehicular doors. The eastern and western elevations have two industrial sash windows placed high on the wall.



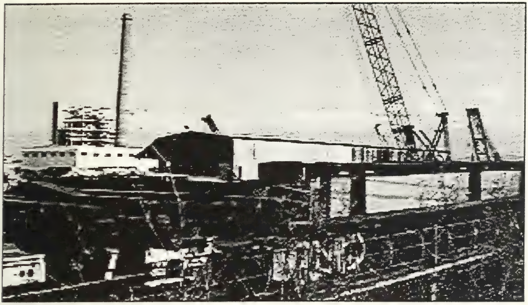
Building D: View northeast from 25th Street.

Building D (center) is a one-story, steel frame gabled industrial building with corrugated steel siding and roof. Historically used as the tire shop. There are sliding "barn" doors on the southern elevation and an open sided lean-to on the western elevation.

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # ______ HRI # ______
CONTINUATION SHEET	Trinomial ______

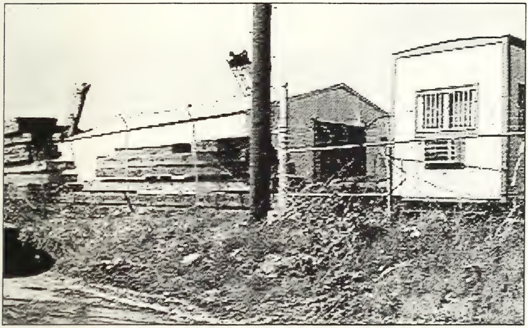
Page 5 **of** 6 **Resource Name or #** (Assigned by recorder) Sheedy Drayage

***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update



Building E: View northeast from 25th Street.

Building E (center) is a one-story, steel frame storage shed with corrugated steel siding and a half gambrel corrugated steel roof. It is enclosed on the east, south and west façades and open on the north under a wide overhanging eve.



Building F: View northwest from 25th Street.

Building F is a one-story, steel frame gabled industrial garage building with corrugated steel siding and roof. The southern elevation has two steel sash windows and a set of double pedestrian doors. The eastern and western elevations have large vehicular doors.

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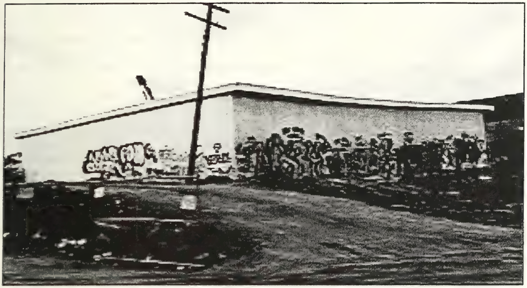
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 6 **of** 6 **Resource Name or #** (Assigned by recorder) Sheedy Drayage
***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update



Building G: View northwest from 25th Street.

Building G is a one-story, frame industrial warehouse building with wood siding and a flat roof with overhanging eves with exposed rafters and a simple fascia. There are two sliding vehicular doors and horizontal rolling door on the north façade. Corrugated steel siding has been added to the eastern and southern elevations. The western elevation contains a sliding vehicular door and features a combination of vertical and horizontal wood cladding.

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DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #__________
HRI #__________
Trinomial__________
NRHP Status Code__________
Other Listings__________
Review Code______ Reviewer__________ Date______

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) W.C. Thompson Garage, Wash Rack, and Loading Dock

P1. Other Identifier: 116; L. E. Balon Automobile Repair Shop
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North **Date** 1995
***c. Address** 1485-1495 Illinois Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4244 Lot: 4

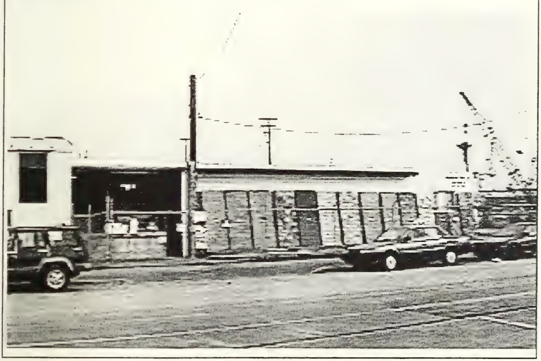
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This is a single-story, two-part building with a flat roof and irregular plan. The major (southern) portion of the building is frame with shiplap siding. It is set back from the street to allow for the transfer of goods via rail car. A rail spur formerly occupied the setback. A shallow overhang projects over most of the façade. The central section of the building is set forward to the street and is of concrete block masonry. The dominant feature is a massive sliding door on the exterior that is now inoperable. The former opening is now in filled with two doors and three fixed pane windows. The portion of the building behind which the massive door opens onto is an open-sided metal frame area currently used for storage. The northern portion of the building was constructed around an existing telephone pole.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from Illinois Street looking east
12-06-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1946 – northern section: Building Permit
1947 – southern section: Building Permit

***P7. Owner and Address:**
Sheedy Inc.
1401 Griffith Street
San Francisco, CA 94124

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
northern building – Building Permit #90593; southern building – Building Permit #93929

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary #
	HRI #
CONTINUATION SHEET	Trinomial

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) W.C. Thompson Garage, Wash Rack, and Loading Dock

***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

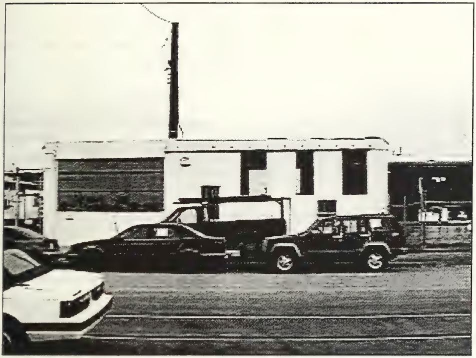


Photo 2. View east from Illinois Street of northern portion of 1485-1495 Illinois Street.

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HRI#________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3
***NRHP Status Code** 5N
***Resource Name or #** W.C. Thompson Garage, Wash Rack, and Loading Dock

B1. Historic name: W. C. Thompson
B2. Common name: None
B3. Original Use: Garage and wash rack (northern portion); loading dock (southern portion) B4. Present use: Warehouse
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Northern portion built in 1946. 40' by 70' loading dock built in 1947.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** W.C. Thompson buildings located on Lot 3 and the remainder of Lot 4.

B9a. Architect: George Washington and Felix Spitzer b. Builder: W. C. Thompson, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Built as a garage and truck wash in 1946 with a loading dock addition the following year, this building did not fit into the existing land use pattern of industrial buildings. In January 1947, L. E. Balon filed an application for a permit to conduct an automobile repair shop at 1485 Illinois Street. It was approved. In the 1950s, Antoni truck lines occupied the building. Small industry such as this was typical of the development of the central waterfront. The industry relied on access to the water or the rail lines for distribution of its goods; sometimes it relied on the emerging trucking industry for local distribution.

The W.C. Thompson Garage, Wash Rack, and Loading Dock retain contextual significance as an example of small industry in the Central Waterfront area. It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance. This property has experienced significant changes but should be given consideration in local planning. This property has been individually evaluated as ineligible for the California Register.

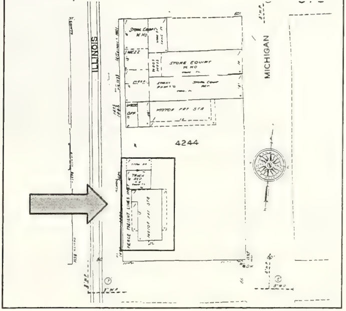
This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Crocker-Langly City Directories 1907-1940s. Building Permits #90593, #93929
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95) *Required information

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PRIMARY RECORD

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Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 5 **Resource name(s) or number**(assigned by recorder) W.C. Thompson Motor Equipment Co.

P1. Other Identifier: 117
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North **Date** 1995
***c. Address** 1401-1475 Illinois Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4244 Lots: 3 and the northern portion of 4

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

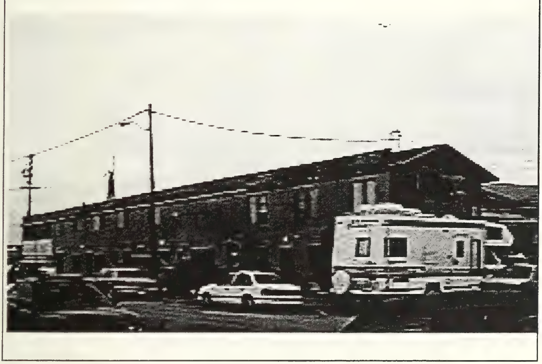
This complex includes five associated and attached buildings that cover most of the northern half of the block bounded by Illinois Street to the west, Michigan Street to the east and 24th Street to the north. All buildings along Illinois Street have a ten-foot setback. The oldest building (Building A) is a two-story, wood frame, gabled office building with a single story freight shed attached to the rear. It is located along Illinois Street, 135-feet south of 24th Street and was constructed in 1946. In 1948, four other buildings were added to the site – an office/showroom building (Building B), two gabled warehouses (Buildings C and D), and a gabled shed (Building E). An addition to the office/showroom building occurred after 1948.

(See Continuation Pages 2,3, and 4).

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View of original gabled office building and newer office building from Illinois Street looking northeast
02-14-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1946 – gabled office: Building Permit
1948 – additional buildings: Building Permits

***P7. Owner and Address:**
Shedy Inc.
1401 Griffith Street
San Francisco, CA 94124

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 02-20-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Two-story frame office building with freight shed – Building Permit #89211; open steel shed – Building Permit #109556; southern warehouse and southern portion of office building – Building Permit #109558; northern warehouse – Building Permit #109557; northern portion of office building – Building Permit #109555

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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Page 2 **of** 5 **Resource Name or #** (Assigned by recorder) W.C. Thompson Motor Equipment Co.
***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update

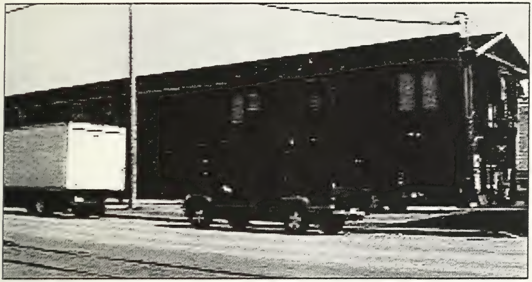

Photo 2. Building A from Illinois Street looking northeast. Original Frame Building: [#89211 6/3/1946, Hood Transportation Co.]

***P3a. Description:** (continued) This two-story, wood frame, stuccoed office building features a gabled roof and metal clad parapet. There are four windows and a pedestrian door on the ground floor and three sets of paired windows on the second floor. All windows are steel, most being casements. A wood frame shed is attached to the rear. A wooden staircase leading to a second story door was also added to the southern façade, which features unpainted plywood walls. The shed contains an awning window.

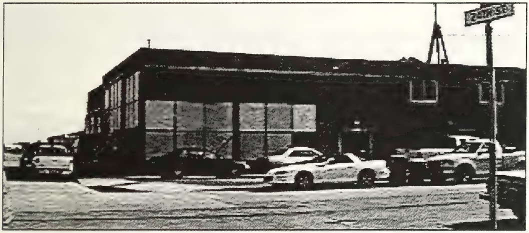

Photo3. Building B from Illinois Street looking southeast. Frame Office Buildings: [northern portion #109555, southern portion #109558 7/15/1948, W.C. Thompson]
Office, Sales, and Parts Building (northern portion) and Soda Water Bottling Plant (southern portion)

***P3a. Description:** (continued) This single story with mezzanine frame building was constructed as two separate structures, but features a unified Illinois Street façade. The southern portion, attached to the original two-story frame building to the south, was constructed with the southern warehouse. The northern portion was constructed alone. Most of the stucco façade contains plain pedestrian doors, roll-up steel vehicular doors and a variety of windows. The northwest corner contains a glass-walled showroom with one 20-foot window section on the northern bay on sliding tracks. A banded pressed-metal cornice and a plain, banded parapet hides the flat roof.

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Primary # ____
HRI # ____
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Page 3 **of** 5 **Resource Name or #** (Assigned by recorder) W.C. Thompson Motor Equipment Co.
***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update

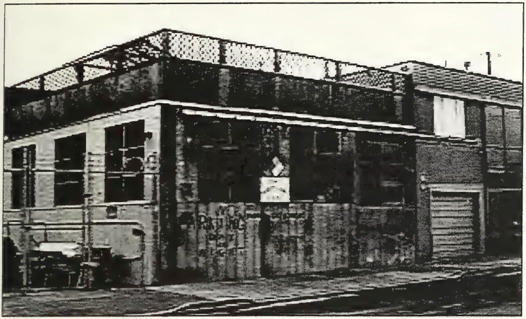

Photo 4. Addition to Building B, View from 24th Street south west.

***P3a. Description:** (continued) This single-story, wood frame, steel clad addition to Building B occurred after 1948. The northern façade features three, steel sash windows on a wall that slides open. There are six bays with steel sash windows on the eastern façade. A deck is located on the flat roof.

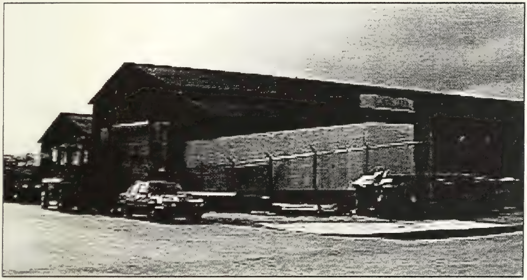

Photo 5. Buildings C and D. View southwest from 24th and Michigan Streets. Gabled Warehouses: [southern warehouse #109558; northern warehouse #109557, 7-15-1948, W. C. Thompson]

***P3a. Description:** (continued) These two attached steel frame Butler buildings have parallel gabled roofs at different heights. Both warehouses are attached to Building B on Illinois Street and extend to the lot line along Michigan Street. The southern warehouse was constructed with the southern portion of the newer frame office building and the northern warehouse was constructed alone. Both feature multi-light, fixed steel sash windows on the southern facade and a roll-up steel door on the eastern facade. The northern façade of the northern warehouse is deeply set back from 24th Street and has six wide loading bays with roll-up steel doors protected by a metal canopy.

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Primary # ______
HRI # ______
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Page 4 **of** 5 **Resource Name or #** (Assigned by recorder) W.C. Thompson Motor Equipment Co.
***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update

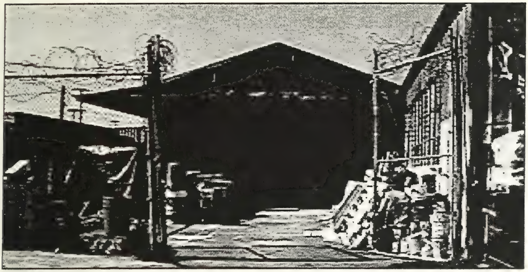

Photo 6. Building E view west from Michigan Street. Open Shed: [#109556 7/15/1948, W. C. Thompson]

***P3a. Description:** (continued) This steel frame shed with a gabled roof is attached to the Building A to the west and a gabled warehouse (Building D) to the north. Originally constructed as an open shed with a loading platform, it has been enclosed with metal walls and features nine, roll-up steel doors on the southern façade and one on the eastern façade. A metal canopy protects the loading areas on both the southern and eastern façades.

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 5 of 5

***NRHP Status Code** 5N

***Resource Name or #** W.C. Thompson Motor Equipment Co.

B1. Historic name: Hood Transportation
B2. Common name: Unknown
B3. Original Use: Freight shed and office; sales and warehouse
B4. Present use: Warehouse
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Freight shed and office built in 1946. Office, Sales & Parts building (40' by 75' frame) constructed in 1948. Steel roof erected over loading platform (32' by 100') in 1948. Heavy equipment and sales building (40' by 150' metal Butler) constructed in 1948. Bottling soda water building (60' by 40' frame connected to 40' by 150' metal Butler) constructed in 1948.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** W.C. Thompson garage, wash rack and loading dock located on remainder of Lot 4

B9a. Architect: George Washington and Felix Spitzer, architect and engineer
b. Builder: W. C. Thompson, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Original freight shed and office building constructed for Hood Transportation Co., in 1946; Hood served as architect, engineer, and contractor. All work in 1948 by G. Washington and F. Spitzer with W.C. Thompson as owner and contractor. The W. C. Thompson Motor and equipment also occupied the complex. Small industries such as these were typical of the later development of the Central Waterfront. The emerging trucking industry served the newer industries that did not rely on access to water or rail lines for distribution of goods.

The Thompson Motor Equipment Co. Buildings retain contextual significance as an example of small industry in the Central Waterfront area. They are not individually eligible for listing in the National Register because they lack the necessary historical or architectural significance. This property has experienced significant changes but should be given consideration in local planning. This property has been individually evaluated as ineligible for the California Register.

Despite some modification, this property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)

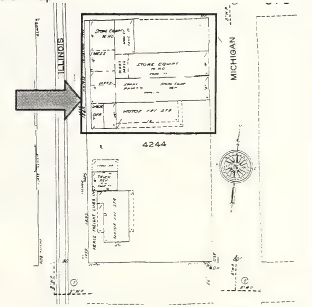
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Crocker-Langly City Directories 1907-1940s. Building Permits #89211, #109555, #109556, #109557, #109558

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number** (assigned by recorder) 2833 3rd Street

P1. Other Identifier: 118; 2801 3rd Street

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 2833 3rd Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4245 Lot: 1

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This property is composed of two buildings connected at the interior of the lot: a two-story, frame office building fronting 3rd Street and a single-story steel frame warehouse fronting Illinois Street. A second, larger warehouse fronts Illinois and 24th Streets.

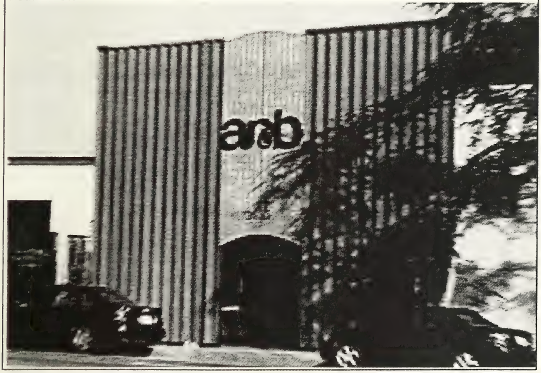
The office building fronting on 3rd Street has a symmetrical composition consisting of outer bays faced entirely with a heavy corrugated material and a central bay faced with green marble crete (terrazzo). The bay also features a segmental arch recessed entrance with a similar form repeated in the parapet above. Two major alterations have occurred on the office portion of the building. In 1946, the roof was raised to create a second story and in 1965, the façade was covered with the marble and marble crete facing. Large letters of nickel-plated steel in the center bay identify the business as "a r & b".

(See Continuation Sheet for warehouse.)

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from 3rd Street looking east
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1944 – Building permits for office and attached warehouse
pre-1948 – Warehouse on Illinois and 24th Streets

***P7. Owner and Address:**
Anderson, Rowe & Buckley Inc.
% Richard I. Buckley
2833 3rd Street
San Francisco, CA 94197

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Office - Building Permit # 76373; Warehouse - Building Permit #76888; Warehouse on Illinois and 24th Streets - 1948 aerial photo

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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Primary # ____
HRI # ____
Trinomial ____

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 2833 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

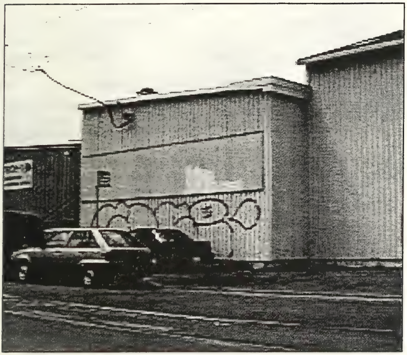

Photo 2. View of eastern façade of warehouse from Illinois Street.

This single-story steel frame warehouse with corrugated steel siding features a band of windows that are no longer transparent.

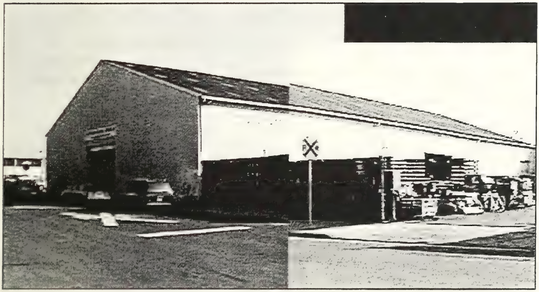

Photo 3. View of Warehouse on corner of Illinois and 24th Streets from 24th Street looking southeast.

A single story, steel frame, gabled warehouse with corrugated steel siding bound by 24th and Illinois Streets to the north and east and the interior of the lot on the west. The north façade features a large roll-up steel loading dock door centered under the gable. The western façade facing the interior of the lot has a single loading dock door, centrally placed. There are several flush mounted skylights.

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HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 3
***NRHP Status Code** 6Z1

***Resource Name or #** 2833 3rd Street

B1. Historic name: W. C. Thompson office and storage warehouse
B2. Common name: None
B3. Original Use: Office and storage warehouse B4. Present use: Unknown
***B5. Architectural Style:** Modernistic with Art Deco Influence
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Office and smaller warehouse built in 1944. Roof raised and windows and stairs installed to second floor in 1946. Exterior openings filled, 3rd Street elevation faced with marble and marble crete and new entrance door installed in 1965.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: plans prepared by W. C. Thompson, owner b. Builder: W. C. Thompson, owner and contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial/Commercial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1915 and 1919 Sanborn Maps show that this block was tidal flats. Southern Pacific Co. is listed as the owner of the parcel in the 1935 block book. This building was constructed in 1944 for office and storage space and W. C. Thompson was the original owner. The smaller warehouse portion was also constructed for W. C. Thompson in 1944, but by an architect named George Washington. In 1948, directly across Illinois Street, George Washington and Felix H. Spitzer constructed buildings for W. C. Thompson. The larger warehouse was constructed before August 1948. Mr. J. A. Mancini was the owner in 1946 and the Brookman Co. (55 Main St.) supervised the construction of his alterations. The Brookman Co. Inc is listed at this address in City Directories by 1948 until the 1970s.

The 3rd Street façade of this building was heavily altered in 1965 creating a loss of integrity of design, workmanship, and materials. However, this building does possess integrity of location, association, setting, and feeling.

2833 3rd Street retains contextual significance as an office and storage warehouse in the Central Waterfront area, an industrial and residential district. This property appears not to have particular cultural or historical value. It also would not be eligible as a contributor to a potential National Register historic district because the current façade does not reflect the design of the building during the period of significance.

This property does not appear to be eligible to the California Register.

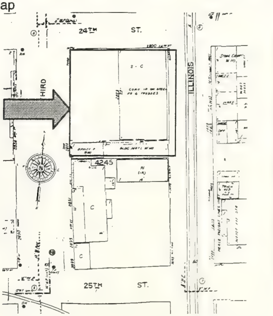
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permit #76373 and #76888, #88930, #312913

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)
*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) Eisele & Dondeno Marble Mill

P1. Other Identifier: 119; 898 25th Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North **Date** 1995
***c. Address** 2895 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4245 Lot: 2

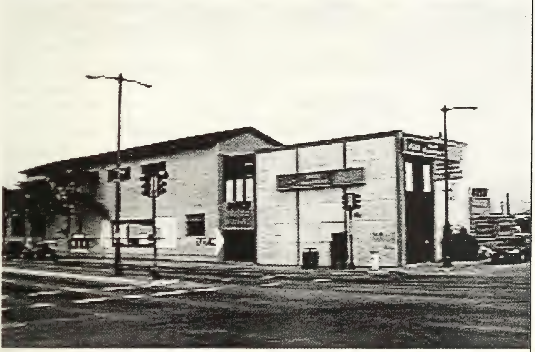
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This small-scale industrial complex was built to house a marble finishing mill. The complex consists of five extant buildings constructed between 1923 and 1964. At the corner of 25th and 3rd Streets is the two-story marble clad frame office built in 1964. To the north, the main shop portion of 1923 has two rows of windows in its tall single story, the upper windows being the clearstory windows. An extension to the north of the main shop was added in 1926. Both wood frame gable ended shop buildings were originally three bays in depth, but each had 20 feet, or one bay of depth removed for the widening of 3rd Street in 1941. A shed roughly equivalent in floor area was added to the rear of the two buildings at that time. The final building of the complex, a steel Butler building was added in the 1973. An open lot to the rear of the buildings with perimeter fence completes the complex.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1923 – Building Permit
1926, 1941, 1964, 1973 additions

***P7. Owner and Address:**
Russo Revocable Trust
J. M. Foley
738 Bradley Avenue
Novato, CA 94947

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 2
***NRHP Status Code** 5N
***Resource Name or #** Eisele & Dondeno Marble Mill

B1. Historic name: Eisele & Dondoro Marble Co. – importers and finishers
B2. Common name: None
B3. Original Use: Marble works
B4. Present use: Automotive salvage
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1923. 50' by 56' extension to marble shop added in 1926. Twenty feet cut off from western side of buildings to make room for widening of 3rd Street and addition to rear of building for machinery constructed in 1941. Two-story office built at corner of 3rd and 25th Streets in 1964. Façade of office covered with marble panel in 1965. Shop warehouse built in northeastern portion of lot in 1973.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Two-story office built at corner of 3rd and 25th Streets in 1964. Shop warehouse built in northeastern portion of lot in 1973.

B9a. Architect: Unknown
b. Builder: Mattock & Feasey
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Constructed in 1923 as a marble yard, this was the first building on the newly reclaimed tide flats. The surrounding blocks were mostly vacant save for the Kentucky Street Car Barns at 3rd and 23rd Streets. Eisele & Dondoro Marble Co. operated into the 1960s, when it became the Georgia Marble Company. Bolcelli & Mercury Co remodeled the building in 1972 for use as marine sales. Small industry such as this was typical of the later development of the central waterfront. The industry did not rely on access to the water or rail lines for distribution of its goods; instead it relied on the emerging trucking industry for the distribution of its goods.

Eisele & Dondeno Marble Mill retains contextual significance as an example of small industry in the Central Waterfront area. It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance. This property has experienced significant changes but should be given consideration in local planning. This property has been individually evaluated as ineligible for the California Register.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association.

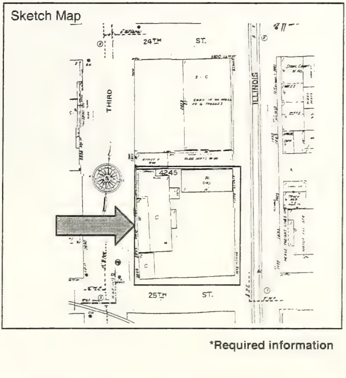
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Crocker-Langly City Directories 1907-1940s. Building Permits #122171, #146085, #66188, #300328, #310509, #424686

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) George R. Nelson Lumber Co.

P1. Other Identifier: 120; Cleveland Wrecking
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***c. Address** 2800 3rd Street **City** San Francisco **Zip** 94107
***e. Other Locational Data:** Assessor's Parcel Number Block: 4246 Lot: 1

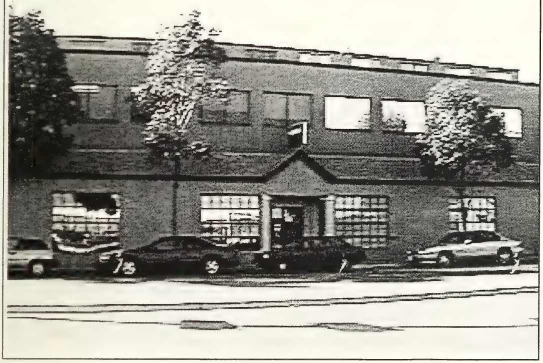
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A two-story stucco clad frame building, rectangular in plan, with symmetrical massing composed of a central two-story section with light monitor and a single story shallow projecting shed containing the main entrance. Flanking this central section are identical two-story sheds. The entrance located along 3rd Street is centered on the façade and integrates a gabled portico and a pair of engaged columns into a box recess within the front shed. Alterations include the introduction of steel windows on the ground floor, the replacement of the steel siding with stucco and the current configuration of the front entry all in 1945. The addition of the light monitor followed in 1946. Aluminum windows were installed in the second floor and light monitor c. 1980.

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View west from 3rd Street.
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1925 – Building Permit

***P7. Owner and Address:**
John Anthony Tedesco
2800 3rd Street
San Francisco, CA 94107

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #139074

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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CONTINUATION SHEET

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HRI #
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Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) George R. Nelson Lumber Co.
***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update

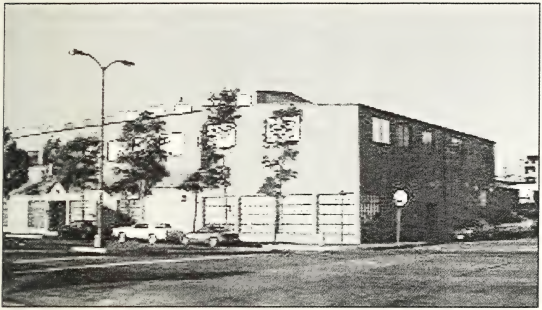

Photo 2. View Southwest from 3rd and 24th Streets.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

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***NRHP Status Code** 5N

***Resource Name or #** George R. Nelson Lumber Co.

B1. Historic name: George R. Nelson Lumber Co.
B2. Common name: None
B3. Original Use: Planning mill
B4. Present use: Office/Warehouse
***B5. Architectural Style:** Industrial/Eclectic
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1925. Shaving incinerator installed in 1925. Addition of stucco c. 1940. Glass front added in 1945. Roof raised and monitor for ventilation and light installed in 1946. Lumber storage shed consisting of three walls and a roof frame erected in 1947. 32' by 120' light-storage material building constructed in 1970. 32' by 60' light-storage material building constructed in 1970. Single story Soule steel building for storage added to existing steel building in 1978. New, 30' by 36' building constructed in yard in 1992. New skylights installed in 1992.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: George R. Nelson
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This two-story frame building constructed for George Nelson in 1925 was originally clad in corrugated iron siding. It was occupied as a planning mill until 1940. In 1940, the Cleveland Wrecking Co. purchased the property and enlarged it in various stages in the 1940s. Small industry such as this was typical of the later development of the Central Waterfront. The industry did not rely on access to the water or rail lines for distribution of goods; instead, it relied on the emerging trucking industry.

The George R. Nelson Lumber Co. retains contextual significance as an example of small industry in the Central Waterfront area. It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance. This property has experienced significant changes but should be given consideration in local planning. This property has been individually evaluated as ineligible for the California Register.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to its configuration in 1947.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Block Books 1935, 1946, 1960, present. Sanborn Maps 1886, 1900, 1915, 1920. WPA Land Use Map 1940. Crocker-Langly City Directories 1907-1940s. Building Permits #139074, #142287, #82435, #90504, #95806, #388017, #388321, #7803251, #9205709 and #9217098, #9221125

B13. Remarks:

***B14. Evaluator:**

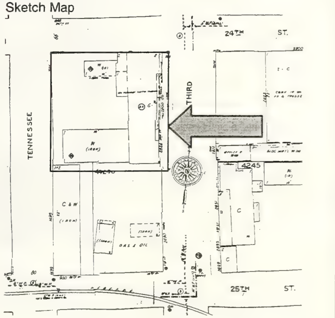
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**

July 20, 2001

(This space reserved for official comments.)

Sketch Map



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Other Listings
Review Code **Reviewer** **Date**

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 1000 25th Street

P1. Other Identifier: 121; 1050 25th Street

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 1000 25th Street **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Assessor's Parcel Number Block: 4247 Lot: 2

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This site covers the southern half of the block and contains several associated steel frame buildings clad in corrugated steel panels. Rail spurs are located in the three streets surrounding the site, but no tracks come directly alongside the buildings.

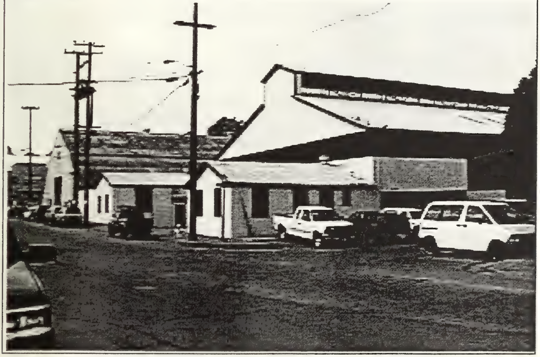
The oldest buildings on the property occupy the eastern portion of the lot along 25th and Tennessee Streets and consist of a large single-story warehouse with gabled roof and two lower single-story appendages. In the center of the 25th Street façade is a roll-up steel door and projecting from the eastern end of this façade is a gabled office shed. The western shed extends further back along the warehouse. A parking lot occupies the space between the offices that feature pedestrian doors, windows and a corrugated metal gabled roof. Three roll-up steel doors and several steel sash windows are located on the Tennessee Street façade. The warehouse has an asymmetrical gabled roof with the western eave extending further than the eastern eave. A very prominent clearstory with multi-light steel sash awning windows extends the entire length of the warehouse.

Occupying the southwest corner of the lot at 25th and Minnesota Streets is a large, single-story, Dutch barn-style warehouse that was built in 1953. The 25th Street façade features a large roll-up steel door between two metal pedestrian entrances. A steel sash window with a layout of two vertical by four horizontal lights is located in the upper portion of this façade and two smaller windows flank one of the pedestrian doors. The only opening along the Minnesota Street façade is located near the corner at 25th Street and is protected by a rough metal canopy that extends into the street area. The canopy is trapezoidal in plan with the angled side aligned with the curve of the rail spur turning from 25th Street onto Minnesota Street.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from Tennessee Street looking northwest
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1939 – Building Permit
1953 – barn-style warehouse: Building Permit

***P7. Owner and Address:**
Richard P. & Carol Gentschel
% Richard P. & Carol Gentschel
115 Lochinvar Road
San Rafael, CA 94901

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #48429; barn-style warehouse – Building Permit #151521

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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HRI #
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Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 1000 25th Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

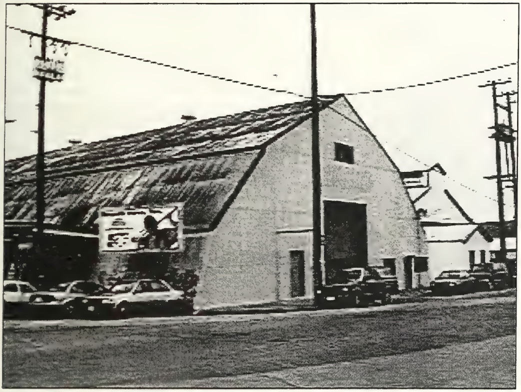

Photo 2. View from Minnesota and 25th Streets looking northeast. 11-30-2000.

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BUILDING, STRUCTURE, AND OBJECT RECORD

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***NRHP Status Code** 4D2

***Resource Name or #** 1000 25th Street

B1. Historic name: Lincoln Iron Foundry
B2. Common name: Unknown
B3. Original Use: Manufacturing warehouse
B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Main building and two auxiliary buildings constructed in 1939. Northern portion of auxiliary building No. 2 relocated to northern area of lot and 25' by 100' addition to west of main building constructed in 1950. Dutch barn-style warehouse built at corner of 25th and Minnesota Streets in 1952. Area between two buildings paved for truck parking in 1986. Wall with man door and sliding gate constructed on rear of property in 1987.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Two auxiliary buildings.

B9a. Architect: 1939, unknown; Dutch barn-style warehouse, George Jennings, engineer b. Builder: George Wagner, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1919 Sanborn Map shows this area as a tidal flat with a rail line (since at least 1915) running along 25th Street. The main warehouse and two auxiliary buildings were constructed in 1939 for Lincoln Iron Foundry which was still listed at this address in the 1948/49 City Directory. Salco Iron and Metal Co., Inc. owned the building in 1950 and built the barn-style warehouse at 1050 25th Street for storage and wholesale beer. Holbrook Merril Co., producers of sheet metal, occupied 1000 25th Street in the 1950s and Joseph Schiltz Brewing Co. occupied 1050 25th Street during the same period. Since the 1960s, several different industrial companies have occupied the buildings.

This building possesses integrity of location, design, workmanship, materials, association, setting, and feeling.

1000 25th Street retains contextual significance as an example of a large warehouse with office component associated with the development of the iron and steel industry in the Central Waterfront area. It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. The district relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as ineligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

Building Permits #48429, #130828, #151521, #8614334, #8706786

B13. Remarks:

***B14. Evaluator:**

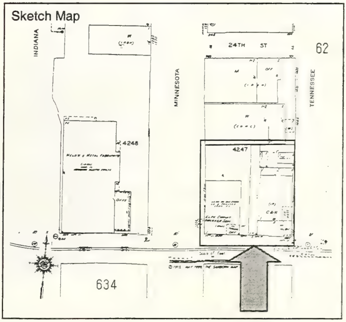
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**

July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) West Coast Fast Freight

P1. Other Identifier: 122
*__P2. Location:__ ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North **Date** 1995
***c. Address** 2955 3rd Street **City** San Francisco **Zip** 94124
***e. Other Locational Data:** Assessor's Parcel Number Block: 4296 Lot: 5

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

There are two associated buildings at this site: a single story, re-enforced concrete transfer warehouse with office space and covered breezeway and a single-story garage.

The warehouse is set back from 3rd Street and consists of eleven bays: two for office space and nine for loading docks. The office bays have a Roman brick façade, a steel pedestrian door with sidelights and transom, a band of nine aluminum awning windows with an iron grate and a simple metal banded cornice. The warehouse bays each feature a roll-up steel door and are protected by a metal canopy. A plain parapet unifies both sections of the flat-roofed building. Attached to the southern façade of the warehouse and located on a closed portion of 26th Street is a narrow covered breezeway with wide wall openings at the height of loading docks. It is inches away from 3003 3rd Street -- the building on the adjacent block.

The garage is situated in the northwest corner of the lot and is not set back from the street. The 3rd Street façade consists of three bays – two with roll-up steel doors, and one with a steel sash window with concrete sill. The southern façade fronts the open space provided by the deep setback of the office/warehouse. This façade has a pedestrian door located between an infilled window and painted-over windows, a band of three multi-light steel sash awning windows located in the upper half of the façade and gas pumps located at the eastern end of the façade. The garage has a flat roof and plain parapet. Signs on both buildings identify this business as a truck rental company.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo

P5b. Photo: (view and date)
View from Third Street looking northeast
12-07-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1941 – Assessor's Record
1950 – Office

***P7. Owner and Address:**
Josephine Dentoni Inc.
% John M. Dentoni, Sr.
2820 Summit Drive
Burlingame, CA 94010

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") None

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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Primary # ____________________
HRI # ____________________
Trinomial ____________________

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) West Coast Fast Freight

***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update

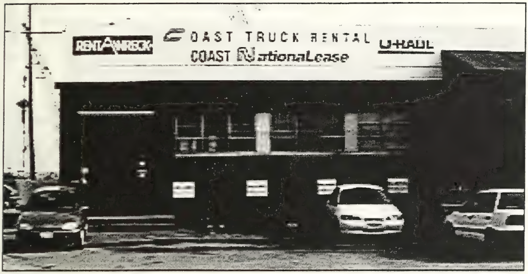
RENT A WRECK
COAST TRUCK RENTAL
COAST NationaLease
U-HAUL

Photo 2. View of office bays from 3rd Street looking east.

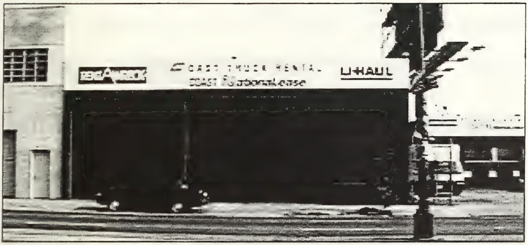
RENT A WRECK
COAST TRUCK RENTAL
COAST NationaLease
U-HAUL

Photo 3. View of garage from 3rd Street looking east.

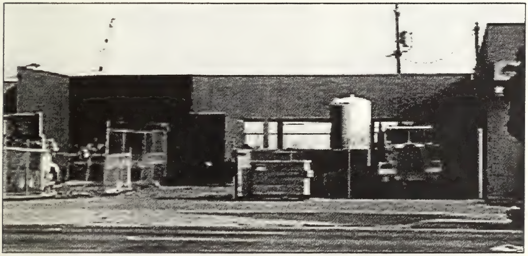

Photo 4. View of breezeway from Third Street looking east.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

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HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 3

*NRHP Status Code 6Z1

*Resource Name or # West Coast Fast Freight

B1. Historic name: None
B2. Common name: None
B3. Original Use: Freight distribution warehouse
B4. Present use: Rental trucking company
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1941. New offices installed and façade heavily altered at northern end of building in 1950.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Commercial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This distribution warehouse was constructed in 1950 for West Coast Fast Freight Co. as its freight terminal and offices. The office conversion was designed by Robert A. McGuire, engineer and constructed by the Greuner Construction Co. Small industry such as this was typical of the development of the central waterfront. The industry relied on access to the water or the rail lines for distribution of its goods; sometimes it relied on the emerging trucking industry for local distribution.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association

This property appears not to have particular cultural or historical value. This property has been individually evaluated as ineligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes) HP 6 1-3 story commercial
***B12. References:**
Building Permit #130089. WPA land use survey 1940.

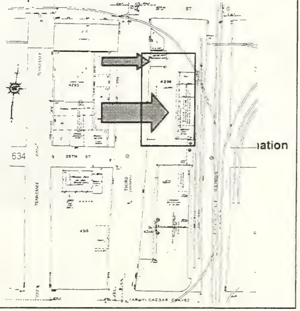
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

DPR 523B (1/95)

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 800 Cesar Chavez Street

P1. Other Identifier: 123; 640 Army Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 800 Cesar Chavez Street **City** San Francisco **Zip** 94124
***e. Other Locational Data:** Assessor's Parcel Number Block: 4310 Lot: 3

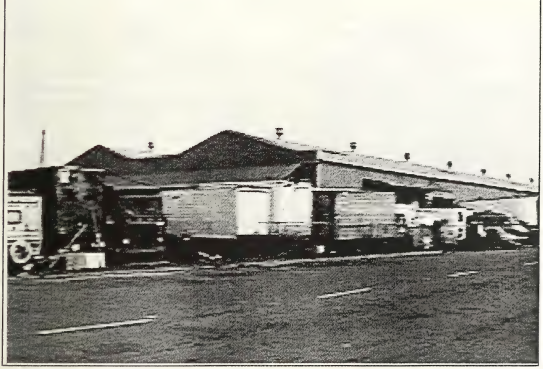
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This large, single story steel frame warehouse with corrugated metal panel walls consists of two parallel gables. The eastern façade is very plain and consists of a large roll-up steel door serving a loading area that is protected by a cantilevered metal canopy. The southern façade has many bays of roll-up steel doors behind loading docks that are protected by metal canopies. Near the center of this façade is the office entrance, which contains a wood and metal frame and a portion of the metal awning that covered the pedestrian door and various windows -- wood, steel sash pivot and aluminum. A historic sign box contains evidence of two layers of signs identifying the business as "F.J. Burns Draying". (photo 3) A metal awning runs across the entire western façade protecting several roll-up steel doors with alternating flush and recessed openings. The northern façade is situated along a rail spur. A plain parapet unifies the gables on the eastern and western façades. The roof features ten smoke stacks on the spine of each gable and four or five skylights on each slope of the roof with larger skylights on the inner slopes of the roof. The skylights are staggered on the roof to provide even light throughout the interior.
(See Continuation Sheet.)

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from Cesar Chavez Street
looking northeast
12-07-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1952 – Building Permit

***P7. Owner and Address:**
Joseph N. & Lorraine Ratto
640 Cesar Chavez Street
San Francisco, CA 94124

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #134089; accessory building – Building Permit #452641

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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***NRHP Status Code** 6Z1

***Resource Name or #** 800 Cesar Chavez Street

B1. Historic name: None
B2. Common name: None
B3. Original Use: Hazardous materials warehouse
B4. Present use: Warehouse
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
There are two buildings on Lot 3 of Assessor's Block 4310.
1952—Present large warehouse that runs parallel to Cesar Chavez Street permitted and constructed.
1975—Foundation of present small warehouse at the corner of Maryland and Cesar Chavez Streets installed. A building was then moved to this location and placed on a new foundation.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________
***B8. Related Features:** Small warehouse on the corner of Maryland and Cesar Chavez Streets built in 1975.

B9a. Architect: Western Pacific Railroad Co., architect and engineer
b. Builder: A. M. Hardy, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1920 Sanborn Map shows the entire block within the tidal flats. This block, Assessor's Block 4310, was originally three separate blocks, Assessor's Blocks 4312, 4311 and 4310. Georgia and Louisiana Streets previously ran through the current block, cutting it into three, evenly dimensioned blocks. There are two structures on the present Assessor's Block 4310. One is a large warehouse building that runs along Cesar Chavez Street and the second is a smaller warehouse structure on the northwest corner of Maryland and Cesar Chavez Streets. The original owner of the large warehouse, built circa 1952, was the Standard Realty Development Corporation, a division of Western Pacific Railroad Company. The construction plans state that the warehouse was intended for "industrial development." The Moore Dry Dock Company also appears on several pages of the original set of plans. It appears then, that the Moore Dry Dock Company was the first occupant of the warehouse. Building permit records also indicate that the small warehouse on the corner of Maryland and Cesar Chavez Streets was added in 1975 for the Burns Draying Company. It was used for vehicle maintenance.

These buildings appear not to have particular cultural or historical value. This property has been individually evaluated as ineligible for the California Register. This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association

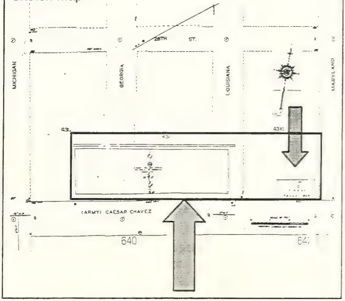
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permit #134089, #452641

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ____
HRI # ____
Trinomial ____

Page 3 **of** 3 **Resource Name or #** (Assigned by recorder) 800 Cesar Chavez Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

Continued: [P3a. Description]

In the southeast portion of the lot is a smaller gabled building with a concrete foundation and corrugated metal walls (photo 4). It was moved to this location in 1975. The only openings are four roll-up steel doors on the northern façade and a pedestrian door on the western façade. A few wooden planks hang from a narrow horizontal wooden plank on the western façade -- the function of which is undetermined. Three vents are located on the corrugated metal panel roof.

Continued: [P5a. Photo]

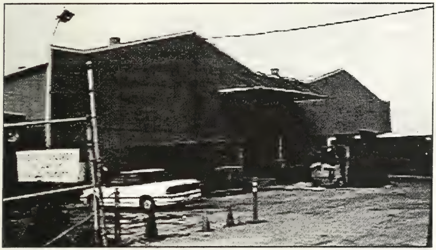


Photo 3. View North from Cesar Chavez Street on central portion of main building.

Photo 2. View northwest from Cesar Chavez Street.

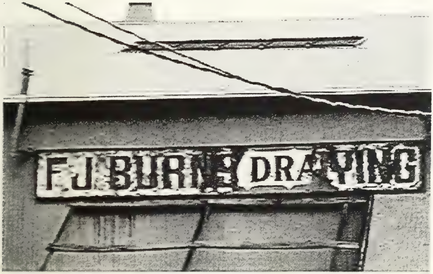


Photo 4. View Northeast from Cesar Chavez Street of accessory building.

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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 3003-3095 3rd Street

P1. Other Identifier: 124

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 3003-3095 3rd Street **City** San Francisco **Zip** 94124

***e. Other Locational Data:** Assessor's Parcel Number Block: 4314 Lot: 1A

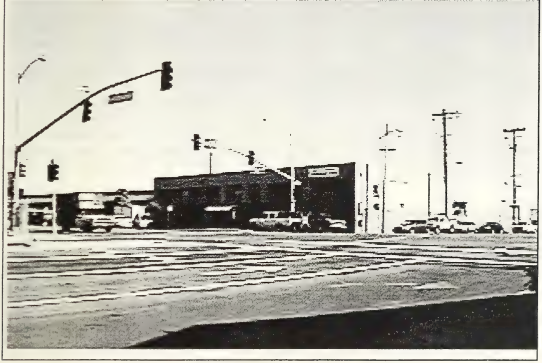
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This single story office and warehouse of concrete construction with cement walls is composed of a large area warehouse on the southern portion of the lot and a long, narrow shipping/receiving wing to the north. The irregular footprint of this building fills most of the block that is bounded by 3rd Street to the west, Cesar Chavez Street to the south, and rail tracks on Illinois Street (unopened) to the east. The northern end of the building is located along the path of 26th Street (unopened), and abuts a covered walkway that connects to another warehouse on block 4296.

The 3rd Street façade of the northern section is set back behind a paved yard and features fifteen bays, most of which contain a roll-up steel door for the transfer of goods via truck. A raised platform with two ramps runs in front of thirteen of these bays, which are protected by a steel awning. Some bays have been infilled with aluminum frames. A pedestrian door and windows are clustered at the northern end of this façade and provide access to the office spaces. The southern section features various sizes of multi-light, steel sash pivot windows with concrete sills set relatively high on the façades. A curved recessed pedestrian entrance is located near the middle of the 3rd Street façade. The southern façade has been altered with the removal and infill of a multi-light, steel sash window at the western end and the addition of a roll-up-steel door at the eastern end. The southeastern corner contains two steel sash windows and is curved in plan to follow the path of the rail tracks. The northern and southern sections of the building are unified on the eastern façade that is protected by a metal canopy and features a loading platform and roll-up steel doors to accommodate the transfer of goods via rail.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from 3rd and Cesar Chavez Streets looking northeast.
12-07-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1940 – Building Permit

***P7. Owner and Address:**
Sixteen First Street Inc.
% Donald E. Levy
505 Sansome Street, Suite 1501
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 02-20-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #49582

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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BUILDING, STRUCTURE, AND OBJECT RECORD

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***NRHP Status Code** 4D2

***Resource Name or #** 3003-3095 3rd Street

B1. Historic name: Safeway Stores Inc.
B2. Common name: None
B3. Original Use: Offices and produce warehouse
B4. Present use: Liquor bottling plant and wholesale
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)

1940—Present building, 3003-3095 3rd Street, constructed.
1941—Brick incinerator constructed.
1950—Concrete partition wall bisecting building erected.
1955—Loading ramp for lift truck constructed in yard of southern elevation at 3095 3rd Street.
1962—Ramp to warehouse at 3095 3rd Street widened.
1965—New windows added at 3003 3rd Street.
1966—Three tanks installed and enclosed to north of building at 3003 3rd Street.
1967—Height of existing door on western façade of 3095 3rd Street increased and loading ramp installed for forklift; new roll-up steel door with ramp installed on southern façade of 3095 3rd Street.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________
***B8. Related Features:**

B9a. Architect: Kaj Theill, engineer
b. Builder: Cahill Brothers, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1920 Sanborn Map shows the entire block (Assessor's Block 4314) within the tide flats. Safeway Stores Inc. constructed the present building as a produce warehouse in 1940. The Planning Department's 1947 land use map shows that Safeway Stores Inc. continued to use the warehouse as a produce distribution plant into the late 1940s. Building permit records and the 1955-1956 City Directory indicate that the Harbor Plywood Corporation occupied 3095 3rd Street by 1950 and that the Lyon Van and Storage Company occupied 3003 3rd Street by the mid 1950s. The 1998 Sanborn Map identifies all of 3003-3095 3rd Street as a liquor bottling plant and wholesaler.

This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. The district relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at the local level under Criteria A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This building is not individually architecturally or historically significant under the National Register criteria. This property has been individually evaluated as ineligible for the California Register.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association

B11. Additional Resource Attributes: (List attributes and codes)

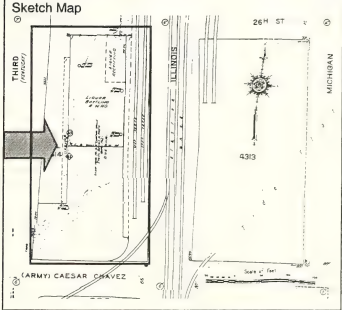
***B12. References:**
Building Permits #49582, #65466, #130901, #178560, #270946, #310112, #326790, #348301

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



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CONTINUATION SHEET

Primary # ________
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Trinomial ________

Page 3 **of** 3 **Resource Name or #** (Assigned by recorder) 3003-3095 3rd Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update

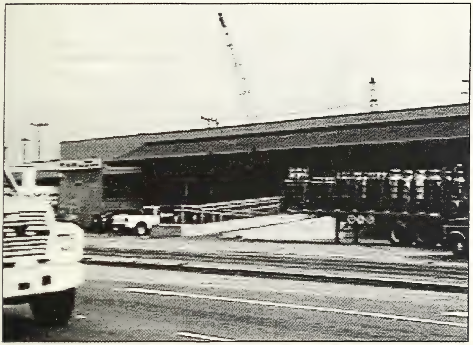

Photo 2. View from 3rd Street looking east.

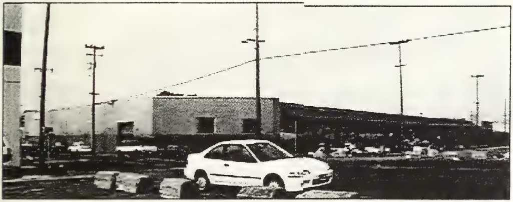

Photo 3. View from block 4357 looking northwest.

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PRIMARY RECORD

Primary #________
HRI #________
Trinomial________
NRHP Status Code________
Other Listings________
Review Code________ **Reviewer**________ **Date**________

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 1100 Cesar Chavez Street

P1. Other Identifier: 125; 1100 Army Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 1100 Cesar Chavez Street **City** San Francisco **Zip** 94124
***e. Other Locational Data:** Assessor's Parcel Number Block: 4316 Lot: 2

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

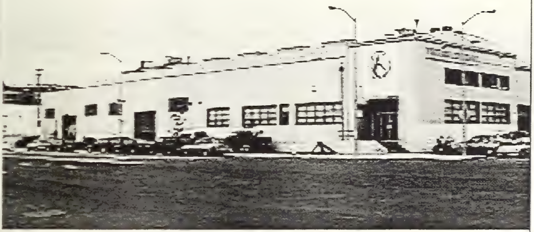
A one-story with partial mezzanine warehouse and office building made of reinforced concrete with a bow truss roof fronting on Cesar Chavez, Tennessee and Minnesota Streets. The ten bays along Cesar Chavez Street are arranged in four distinct segments. The first two consisting of a central loading dock flanked by industrial sash windows placed high on the wall. Each of these two segments is the length of a boxcar to allow for the simultaneous transfer of goods onto two rail cars that ran on tracks located on the setback. The terminus bumper is all that remains of the rail spur. The third section of the façade contains a discontinuous band of industrial steel sash windows; the lowermost lights are operable awning windows. The final section contains the entrance to the office portion of the building. The entrance itself is accessed by a short set of concrete steps to a wide platform that leads to a set of recessed double doors, sidelights and transom all in aluminum.

The building displays a high degree of architectural integrity.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Cesar Chavez looking northwest
12-13-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1949 – Building Permit

***P7. Owner and Address:**
Woco Inc.
% Consolidated Merchandising
157 7th Avenue
San Francisco, CA 94118

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #114264

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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HRI#____________________________________

BUILDING, STRUCTURE, AND OBJECT RECORD

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***NRHP Status Code** 5S3

***Resource Name or #** 1100 Cesar Chavez Street

B1. Historic name: United States Plywood Corp.
B2. Common name: None
B3. Original Use: Plant and office
B4. Present use: Food warehouse / wholesale sales
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
1949—Present building constructed.
1958—Alterations made, including: wood windows at southeastern section of building replaced with steel sash windows; one roll-up steel door on southern façade infilled with concrete and steel sash windows; one window on southern façade removed and replaced with window at a lower height; one roll-up-steel door on eastern façade infilled with concrete; new aluminum door and sidelights added to entrance; and brick veneer set flat in a basket weave pattern added to side walls of entrance in 1958.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**__________ **Original Location:**____________________
***B8. Related Features:** None

B9a. Architect: Alben Froberg
b. Builder: L & E Emanuel, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1846-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The 1920 Sanborn Map shows that this lot located within the tidal flats. Building permit records show that the present building was permitted and constructed in 1949 and the façade altered in 1958. Various industrial uses have occupied the building since it was constructed. The United States Plywood Corporation used the building as a plant and office from 1949 through the late 1950s. The building changed owners over the years but was always classified on building permits as a warehouse and office. In 1961, owner L. Luchetti added meat transfer tracks to change the warehouse into a meat-processing warehouse. The 1998 Sanborn Map shows a meatpacking and shipping business on the lot.

This property is not eligible for separate listing in the National Register or designation under local ordinances but is eligible for special consideration in local planning. This property has been individually evaluated as ineligible for the California Register.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association

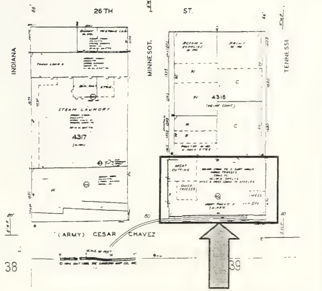
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permits #114264, #207858, #9105896
City Directory, 1955-1956

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 4 **Resource name(s) or number**(assigned by recorder) 1301 Cesar Chavez Street

P1. Other Identifier: 126; Cargill Copra Plant

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco South, CA **Date** 1995

***c. Address** 1301 Cesar Chavez Street **City** San Francisco **Zip** 94124

***e. Other Locational Data:** Assessor's Parcel Number Block: 4352 Lot: 7

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
Three associated buildings, an office, a pump house and a storage shed are located on this lot that is bounded by Cesar Chavez Street to the north and Indiana Street to the east. An associated structure, the Copra Crane, is located near Indiana and Tulare Streets on Pier 84 at Islais Creek Channel.

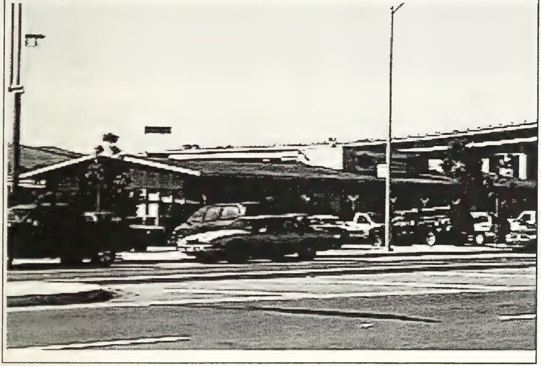
The single story, freestanding office building is of wood frame construction with vertical wood siding. The northern and southern façades feature nine bays defined by exposed purlins that support the gabled roof. Each bay contains three mini-bays; most of which consist of an aluminum-framed panel with a yellow opaque section and a large fixed window with small inward opening window. The primary entrance is located on the southern façade and features a single pedestrian door with sidelights and transom. The eastern and western façades contain twelve mini-bays. The gabled roof is asphalt and features wide overhanging eaves, vents and a flat-topped mechanical room. The area immediately surrounding the office has been landscaped with grass and bushes.

(See Continuation Page.)

***P3b. Resource Attributes:** (list attributes and codes) HP 6 Commercial Building; HP 8 Industrial Building; HP 11 Engineering Structure; AH 13 Wharves

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View of the office from Cesar Chavez looking southwest.
02-27-2001

***P6. Date Constructed/Age and Sources:** ☒historic
Office - 1956 Building Permit; pump house and storage shed - post-1964

***P7. Owner and Address:**
City of San Francisco
Department of Public Transportation;
Port of San Francisco
Ferry Building
San Francisco, CA 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 02-20-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Office – Building Permit #188857; San Francisco Landmarks Case Report, June 1, 1990 (1990.348L) "Pier 84 with Loading Tower"; DPR 523 10/24/94

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 2 **of** 4 **Resource Name or #** (Assigned by recorder) 1301 Cesar Chavez Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update

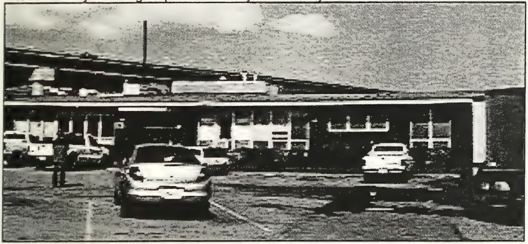


Photo 2. View of the office from the interior of the lot looking northwest.

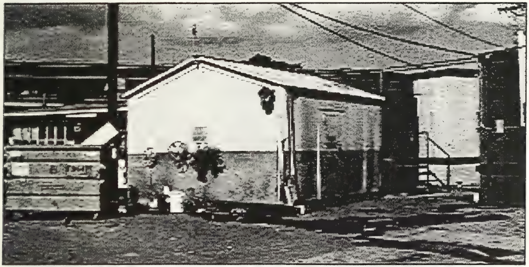


Photo 3. View of the Pump House from the interior of the lot looking northwest.

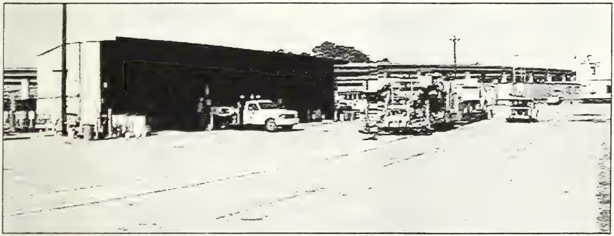


Photo4. View of the shed from the interior of the lot looking northwest.

***P3a. Cont.**

The pump house is a simple steel frame building with thick metal walls and gabled roof. A steel pedestrian door is located on the eastern facade. The single story, steel frame shed with corrugated metal walls and roof features has three bays. The eastern façade is open and features an overhanging roof. Rail spurs run in front of the eastern façade.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
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Page 3 of 4

*NRHP Status Code 6Z1

*Resource Name or # 1301 Cesar Chavez Street

B1. Historic name: Cargill Inc. Office
B2. Common name: None
B3. Original Use: Administration building B4. Present use: Muni office
***B5. Architectural Style:** Modern
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1956.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
Shed and pump house, both post-1964. Rail spurs. Copra crane/loading tower.

B9a. Architect: E. G. Huntington, engineer b. Builder: supervision of construction by E. G. Huntington
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This area does not appear on any maps before 1920 because it was under water. By 1928, work had begun on the Islais Creek Reclamation project, which entailed creating 281 acres of fill for industrial expansion and new factory sites and dredging 6,000,000 cubic yards of fill to create the present channel. This parcel is listed in the 1935 block book with the Western Pacific Rail Road Company as the owner of the entire block. In 1948, the Port of San Francisco constructed Pier 84. Also that year, a plant and refinery for coconut oil was constructed by Cargill Inc. and in 1956, this administration building was constructed with general offices, an oil manager office, a grain manager office, a trading room and a sample room. The loading tower - copra crane was erected in 1965 by/for Granex Corp., a copra processing plant owned and operated by Philippine nationals. It was used until 1974 when the copra processing plant closed. City Directories list Cargill Inc. at this address until 1980 and Granex Corporation, refiners of oil/copra processing from 1981 until 1990. Pan Pacific Commodities, dealers of crude oil were also listed at this address from 1981-1983.

The office building is little altered and possesses integrity of location, design, workmanship, and materials. This property appears not to have particular cultural or historical value. Additional research may find it as the only remaining property representative of the copra processing industry in San Francisco – an industry that made significant contributions to the City's economy in the 1960s.

A historic photograph is located on page 4 of this record.

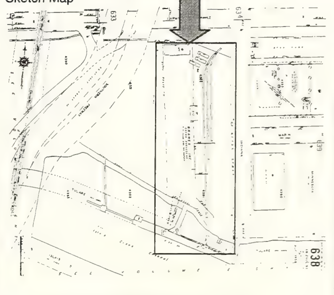
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
Building Permit #188857; Port of San Francisco Historic Resources Data Base; "Save the Copra Crane" brochure; Copra Crane Labor Landmark Association; Islais Creek Human History Outline
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

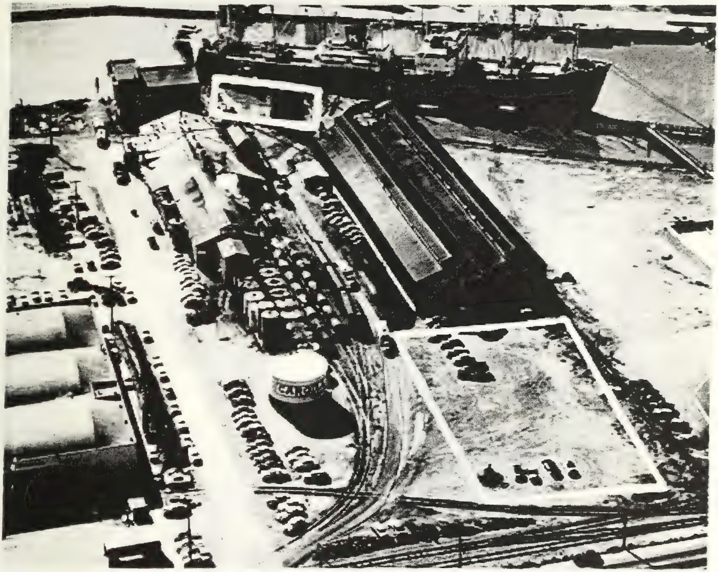
Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ______
HRI # ______
Trinomial ______

Page 4 **of** 4 **Resource Name or #** (Assigned by recorder) 1301 Cesar Chavez Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 06-11-2001 ☒ Continuation ☐ Update



Cargill, Incorporated's plant at Pier 84
"Cargill Inc. Copra Plant. In Grain Handling."
October 8, 1956

Photo: San Francisco Public Library, accession number: AAC-2393

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

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Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 4 **Resource name(s) or number**(assigned by recorder) 1300 Cesar Chavez Street

P1. Other Identifier: 127
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco South, CA **Date** 1995
***c. Address** 1320 Marin Street **City** San Francisco **Zip** 94124
***e. Other Locational Data:** Assessor's Parcel Number Block: 4353 Lot: 9

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This freestanding, two-story, re-enforced concrete warehouse with cement walls fills most of this doublewide block. The roof is supported by a series of bow trusses; four sections on the east-west axis, three on the north-south. The western façade has nine bays; two are plain, two bays feature a roll-up steel door and five bays feature triple steel sash, inward-tilting windows at both stories. The southern façade has twenty bays; fifteen that feature a roll-up steel door and are situated behind a raised loading dock platform protected by a metal canopy. One of these bays has been converted into a pedestrian entrance with double doors, sidelights and transom. The southwest section of the building houses two stories of office. The southern façade is faced in brick cladding. The eastern façade is very plain and consists of nine bays; three that feature a roll-up steel door. There are no windows on this façade -- only infilled openings. A parking yard fronts the northern façade, which features a metal canopy and roll-up steel doors in every other bay.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1

P5b. Photo: (view and date)
View from Indiana Street looking east
02-14-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1951 – Building Permit

***P7. Owner and Address:**
Yang Grandchildren Trust
131 16th Avenue
San Francisco, CA 94118

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 02-20-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #136678

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # ____ HRI # ____
CONTINUATION SHEET	Trinomial ____

Page 2 **of** 4 **Resource Name or #** (Assigned by recorder) 1300 Cesar Chavez Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update

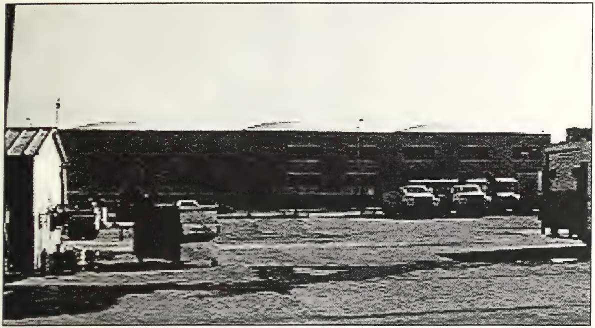

Photo 2. View from Indiana Street looking east.

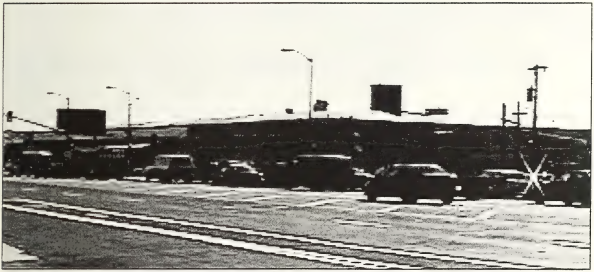

Photo 3. View southeast from Cesar Chavez Street

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary #
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Page 3 **of** 4 **Resource Name or #** (Assigned by recorder) 1300 Cesar Chavez Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 02-20-2001 ☒ Continuation ☐ Update

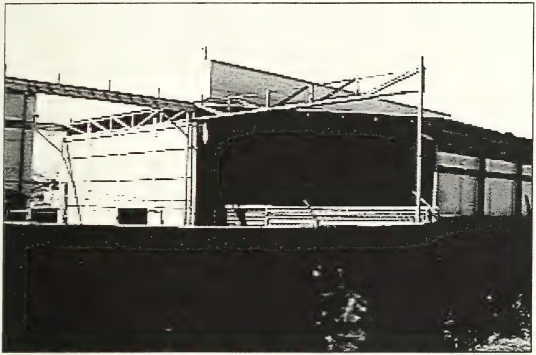


Photo 4. View of garage from Cesar Chavez Street looking southwest.

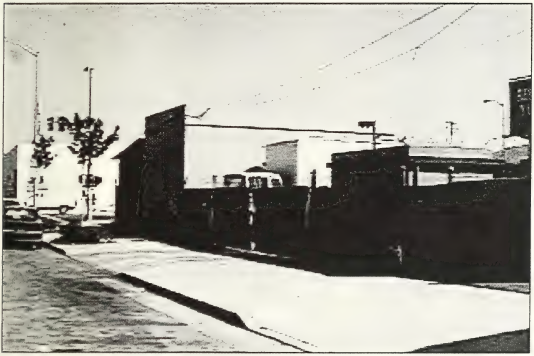


Photo 5. View of garage from Indiana Street looking northeast.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________
HRI#____________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 4 **of** 4

***NRHP Status Code** 6Z1

***Resource Name or #** 1300 Cesar Chavez Street

B1. Historic name: Sears Roebuck & Co. Warehouse
B2. Common name: None
B3. Original Use: Warehouse
B4. Present use: Warehouse
***B5.** **Architectural Style:** Utilitarian
***B6.** **Construction History:** (Construction date, alterations, and date of alterations)
1951—Present building constructed.
1963—Roll-up steel door at southeast corner expanded and loading platform cut for new driveway.
1984—Roll-up steel doors added to western façade.

***B7.** **Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** n/a **Original Location:** n/a
***B8.** **Related Features:** None

B9a. Architect: W. D. Peugh, architect; F. W. Kellberg, engineer
b. Builder: Barrett & Hilp, contractor
***B10. Significance:** **Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building permit records and the City Directory shows that Sears Roebuck and Co. used the building as a warehouse from its construction in 1951 through the late 1950s. The building had changed ownership by the early 1960s. By 1963, T.P. Drayage Co. leased the building for storage. A 1984 building permit indicates that the owner had changed to Y.C. Yang and was in use for commercial wholesaleing.

This property appears not to have particular cultural or historical value. This property has been individually evaluated as ineligible for the California Register.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association

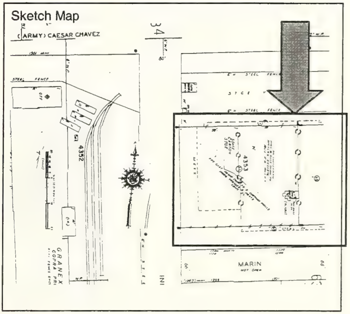
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permits #136678, #282885, #8404998

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
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Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 2 **Resource name(s) or number**(assigned by recorder) 3150 3rd Street

P1. Other Identifier: 128; 1701-1791 Tennessee Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco South, CA **Date** 1995
***c. Address** 3150 3rd Street **City** San Francisco **Zip** 94124
***e. Other Locational Data:** Assessor's Parcel Number Block: 4355 Lot:006

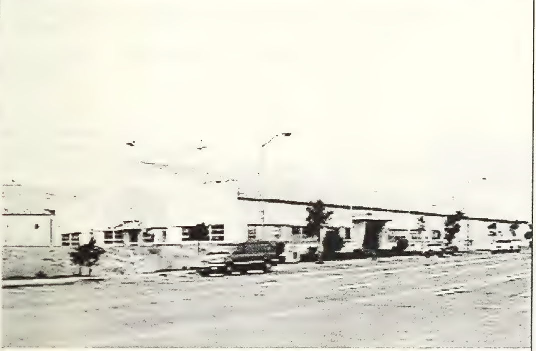
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A massive, freestanding single story, steel frame warehouse and office building consisting of two parallel gables. The exterior is clad in corrugated steel panels with masonry end walls that form a parapet to a height of about twenty feet. The first shed fronting 3rd Street is about 275 feet in length and is divided roughly in half between office and warehouse space. The rear gable fronting on Tennessee Street is over 400 feet in length and is all warehouse space. The 3rd Street frontage contains a formal pedestrian entrance centrally placed on the office segment. A brick planter and five steel flagpoles line the frontage near the canted canopy over the brick-lined recess, which leads to a pair of aluminum entry doors with sidelights and transom. Only this office segment contains windows that are steel awning sash set into a recessed surround and are arranged singly, in pairs or threes. The Tennessee Street façade contains many loading docks, each with a roll-up steel door. Large skylights illuminate the interior of the warehouse portions of this building.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 3rd Street looking northwest
12-13-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1955 – Building Permit

***P7. Owner and Address:**
Martin Gaehwiler
% Arthur J. & Sylvia Zanello
1550 Michigan Street
San Francisco, CA 94124

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #172882

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **Primary #**________________
DEPARTMENT OF PARKS AND RECREATION **HRI#**________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2 ***NRHP Status Code** 6Z1

***Resource Name or #** 3150 3rd Street

B1. Historic name: W. J. Lancaster Warehouse and Office
B2. Common name: None
B3. Original Use: Warehouse and office B4. Present use: Warehouse and office
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations)
1955—Office and warehouse permitted.
1956—6,000 square-foot office addition and 10,500 square-foot warehouse addition to present building.
1961—Sales Office building moved to location.
1961—Secondary door and stairs replaced with window at office façade. New concrete ramps to warehouse constructed. Interior alterations.
1967, 1989, 1991—Interior alterations.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________
***B8. Related Features:** None

B9a. Architect: Western Pacific Railroad Co., engineer/1956 Addition—A.W. Carlson, engineer b. Builder: Barrett Construction Co., contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building permit records show the original owner as Standard Realty and Development Corporation. The original plans show that the warehouse had been constructed with access for truck and train loading and unloading.

The original tenant was W.J. Lancaster Company, a television wholesaler. City Directories indicate the company sold televisions and radios for about five years before the space was taken over by sardine canner, F.E. Booth Company, Inc. By 1967, Western MacArthur Company used the building for ship repair. The ownership and use of the warehouse has since changed. A 1988 police permit was issued for a junk dealer operation at the warehouse and the 1998 Sanborn Map lists the use as manufacturing.

This property appears not to have particular cultural or historical value. This building is not 50 years in age and does not meet the individual exceptional significance criteria under the National Register.

The alterations to the building have compromised its integrity to a degree that it does not appear to be eligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes)

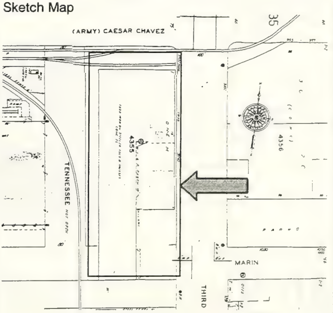
***B12. References:**
Building Permits #172882, #255391

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

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Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 3 **Resource name(s) or number**(assigned by recorder) 900 Marin Street

P1. Other Identifier: 129

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco South **Date** 1995
***c. Address** 900 Marin Street **City** San Francisco **Zip** 94124
***e. Other Locational Data:** Assessor's Parcel Number Block: 4357 Lot: 3

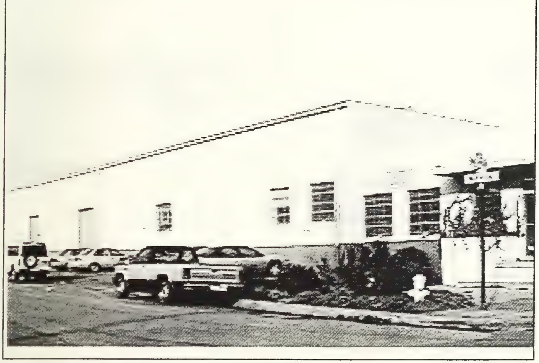
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A single-story semi-attached reinforced-concrete warehouse with office annex. The main block of warehouse is set back from the street front indicating the former presence of a rail spur on the Marin Street frontage. The warehouse set on a raised concrete base contains two roll-up steel loading bays and three steel sash industrial windows. The office annex in four bays on Marin Street and six on Michigan Street is similarly set back on Marin Street, but is both shorter and set lower to the ground. Industrial steel sash windows matching that of the warehouse illuminate each bay of the warehouse, save the entrance. The entrance in the corner bay is accessed by a set of cascading concrete steps flanked by Roman brick planters. An aluminum double door and transom is protected by a two foot wide projecting canopy that wraps around the second two bays on Marin Street and continues along the first bay of Michigan Street.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from Marin and Michigan Streets looking northwest
12-13-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1953 – Building Permit

***P7. Owner and Address:**
Eugene & Jack M. Garfinkle
21 Sotelo Avenue
Piedmont, CA 94611

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #151253

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 900 Marin Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

Continued: [P5a. Photo]

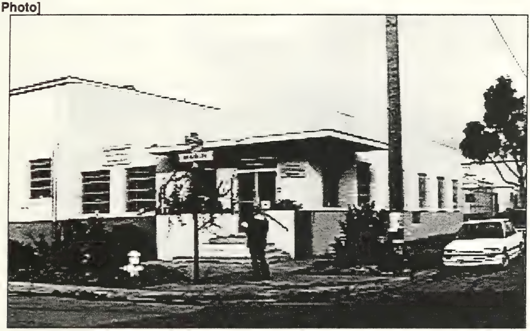

Photo 2. View from Marin and Michigan Streets looking northwest

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DEPARTMENT OF PARKS AND RECREATION

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code 6Z1

*Resource Name or # 900 Marin Street

B1. Historic name: General Tire Company Office and Warehouse
B2. Common name: None
B3. Original Use: Non-hazardous warehouse
B4. Present use: Warehouse
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations)
1953—Present building constructed.
1953—Interior alterations to office—Partitioning for two offices.
1983—Installation of new overhead rolling door in existing window opening.
1992—New roof.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: Robert F. Campbell, engineer
b. Builder: H. K. Ferguson, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Building Permit records show that the Standard Realty & Development Company, a division of Western Pacific Railroad, constructed the present warehouse early in 1953. However, General Tire & Rubber Co. was the owner by November of the same year. Esprit De Corp had rented the warehouse by 1983. Eugene Garfinkle owned the building as of 1992 and the use was warehouse.

Small industry such as this was typical of the later development of the central waterfront. The industry did not rely on access to the water or rail lines for distribution of its goods; instead, it relied on the emerging trucking industry.

This property retains sufficient integrity of location, design, setting, materials, workmanship, feeling, and association

This property appears not to have particular cultural or historical value. It is not 50 years in age and does not meet the individual exceptional significance criteria under the National Register. This property has been individually evaluated as ineligible for the California Register

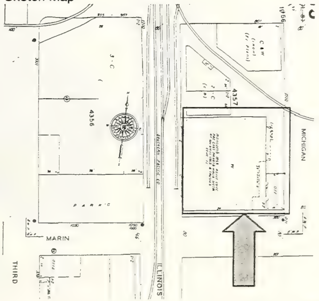
B11. Additional Resource Attributes: (List attributes and codes) None
***B12. References:**
Building Permits #151253

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
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PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) Cobbledick-Kibbe Glass Co Warehouse and office

P1. Other Identifier: 130; Habenicht & Howlett Glass
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco South **Date** 1995
***c. Address** 888 Marin Street **City** San Francisco **Zip** 94124
***e. Other Locational Data:** Assessor's Parcel Number Block: 4358 Lots: 7 and 9

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

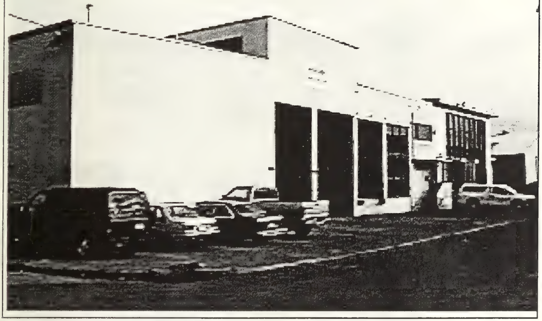
A one-story, prefabricated steel warehouse with corrugated steel siding and two-story frame and glass office building. (See Photo 4 on Continuation Sheet for accessory buildings.) This warehouse has symmetrical massing with asymmetrical fenestration. The dominant feature of the composition is the clerestory over the central bays -- the presence of which is purely functional. First, the windows provide light to the interior spaces. Second, the additional height under this space is necessary for the heavy-duty cranes that run the length of the building. The rear view of the building (Photo 3) shows the extension of the overhead cranes over a rail spur for loading onto rail cars. Access to the nave can be made by two tractor-trailers simultaneously by driving directly into the building (Photo 2). The building itself is set back from the street as many of the warehouses designed to be serviced by rail cars. Additional evidence of this is the location of the windows, now covered in fiberglass panels, high on the building wall to allow light to the interior over the boxcars.

The office component of the warehouse is original to the building, but was extensively remodeled in 1967 to its current configuration including the glass front. The entire front building wall is a glass wall with panels set into metal frames.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View northeast from Marin Street
12-13-2000

***P6. Date Constructed/Age and Sources:** ☒historic
1955 –Building Permit
1960 – Accessory Building: Building Permit

***P7. Owner and Address:**
Bart Trucking Company
888 Marin Street
San Francisco, CA 94124

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
01-19-2001
***P10. Survey Type:** Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #178238; Accessory Building – Building Permit #241830

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
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CONTINUATION SHEET

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Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) Cobbledick-Kibbe Glass Co.

***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

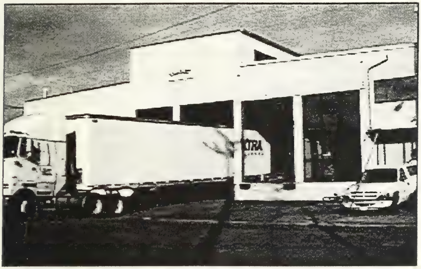

Photo 2. View north from Marin Street 12-13-2000.

Delivery vehicles still enter the building.

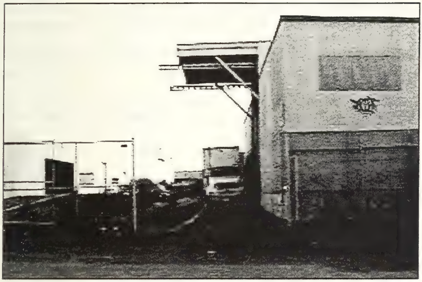

Photo 3. View east from Michigan Street 12-13-2000.

Overhead crane from the interior can load goods directly to railcars from the projecting tracks.

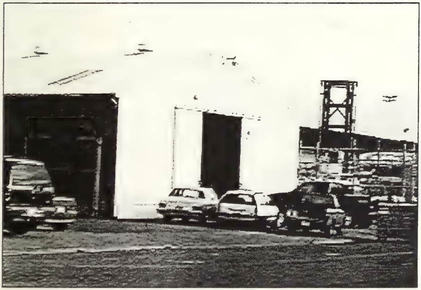

Photo 4. View northeast from Marin Street 12-13-2000.

One of two identical Butler prefabricated steel warehouses in an "L" form creating a courtyard with and associated with the main warehouse. One story on concrete slab with corrugated steel siding and roof. Access on Marin Street through a pair of sliding steel doors.

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BUILDING, STRUCTURE, AND OBJECT RECORD

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***NRHP Status Code** 6Z1

***Resource Name or #** Cobbledick-Kibbe Glass Co Warehouse and office

B1. Historic name: Cobbledick-Kibbe Glass Co.
B2. Common name: None
B3. Original Use: Office and glass warehouse
B4. Present use: Unknown

***B5. Architectural Style:** Industrial

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1955. Loading dock enclosed in 1955. 100' by 50' standard Butler building constructed and two 20' by 50' standard Butler building sections added in 1960. 50' by 64' Butler section added to Butler buildings in 1961. Porch extended to west; new glass and aluminum window wall installed on southern façade of office; and new concrete block vault constructed to east of office in 1967.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**

***B8. Related Features:** None

B9a. Architect: E. F. McKean, engineer
b. Builder: Unknown

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** None
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Small industry such as this was typical of the development of the Central Waterfront. The industry relied on access to the water or the rail lines for distribution of its goods; sometimes it relied on the emerging trucking industry for local distribution.

This building retains integrity of location, setting, materials, feeling, and association and a moderate degree of integrity of design and workmanship.

This property appears not to have particular cultural or historical value. This property has been individually evaluated as ineligible for the California Register.

B11. Additional Resource Attributes: (List attributes and codes) None

***B12. References:**
Building Permits #178238, #181393, #241830 and #242437, #257196, #347517

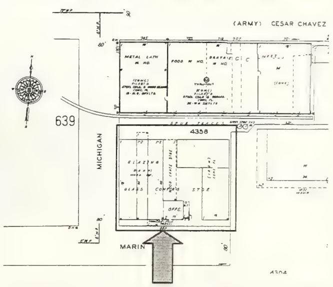
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



DPR 523B (1/95)

***Required information**

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PRIMARY RECORD

Primary #
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NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 3201 3rd Street

P1. Other Identifier: 131; 3201 3rd Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco South, CA **Date** 1995
***c. Address** 1055 Marin Street **City** San Francisco **Zip** 94124
***e. Other Locational Data:** Assessor's Parcel Number Block: 4377 Lot: 1

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

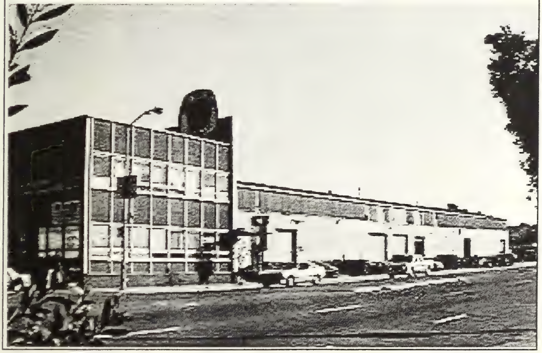
A large area, one-story warehouse building and two-story attached office. The gable end warehouse is clad in corrugated, embossed aluminum with a continuous band of fixed sash aluminum windows placed at the top of the building wall. The roofing material is also aluminum. Translucent corrugated fiberglass panels have covered much of the banded window. A brick base runs along the perimeter of the building. In 1959, a third gable section warehouse was added to the original two warehouses with the same materials and plans as the original.

The two-story office section, designed in the International architectural style, is fitted into the warehouse on two sides -- projecting an additional twenty feet toward 3rd Street from the warehouse. The façade is composed of a banded grid of "Reynoceil" (enameled aluminum) and aluminum sash windows in an aluminum framework set on a brick base. The main entrance on 3rd Street is set into the intersection of the warehouse and the projecting segment of the office. An aluminum canopy highlights it over a brick base and stairs with an integrated brick planter: the latter rising to the same level as the brick base. Above the roof, a rounded, double-sided sign frame formerly housed the Reynolds Corporation logo.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from 3rd Street looking southeast.
1-23-2001

***P6. Date Constructed/Age and Sources:** ☒historic
1956 – Building Permit
1959 – warehouse addition: Building Permit.

***P7. Owner and Address:**
William D. & Claire Spencer
% William D. Spencer
211 South Hill Drive
Brisbane, CA 94005

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #168441; warehouse addition – Building Permit #228102

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 1301 3rd Street
***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

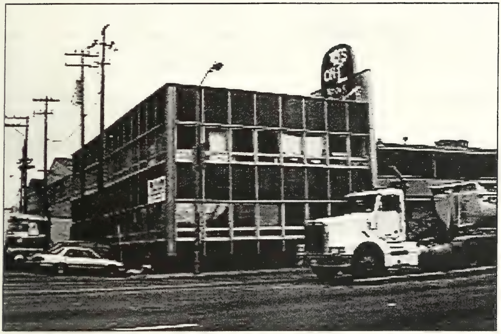

Photo 2. View southeast from 3rd Street., 12-13-2000

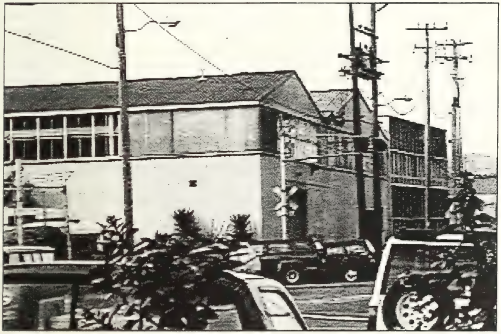

Photo 3. View northwest from Marin Street., 12-13-2000

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BUILDING, STRUCTURE, AND OBJECT RECORD

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***NRHP Status Code** 4S1

***Resource Name or #** 3201 3rd Street

B1. Historic name: Reynolds Metals Co. Buildings
B2. Common name: None
B3. Original Use: Offices and warehouse for storage and manufacturing light metals B4. Present use: Unknown
***B5. Architectural Style:** International
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built in 1956. A 50' by 332' eastern extension was constructed in 1959. A new garage door was installed in 1989. Roll-down doors with an adjacent manned door were installed in 1989.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** **Original Location:**
***B8. Related Features:**

Rail spurs located along eastern façade on Illinois Street.

B9a. Architect: Loubet & Glynn, architects; Ernest Lee, engineer b. Builder: Not Let, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This piece of land does not appear on the 1919 Sanborn Map or on any earlier maps. By 1928, work had begun on the Islais Creek Reclamation project, which entailed creating 281 acres of fill for industrial expansion, new factory sites and dredging 6,000,000 cubic yards of fill to create the present channel. This block first appears in the 1935 block book, which lists the Santa Fe Land Improvement Co. as the owner of Lots 1 and 3. The Southern Pacific Company Atchison, Topeka, & Santa Fe Rail Yard Co. is listed as the owner of Lot 2 -- a narrow strip of land running diagonally through the block (probably for rail tracks). The office and warehouse for the Reynolds Metals Company were built in 1955 and a large eastern gable addition, "Rasco," was constructed in 1959. City Directories list Reynolds Metals Co. or Reynolds Aluminum Supply Co. as the occupants of this building until 1987. The 1955/56 City Directory also lists a steel company, Clingan & Fortier Inc., at this address. Several tenants occupied the building simultaneously in the 1990s including Fun Display wood refinishing shop, Bay Area Metals, Metropolitan Glass Corp., International Color Service Inc., and a few others.

Both the office and warehouse portions of the building possess integrity of location, design, workmanship, association, setting and feeling. The office also possesses integrity of materials; however, much of the façade of the warehouse has been covered in fiberglass panels, which therefore compromises its integrity of materials.

3201 3rd Street appears to be significant under criterion C, as it embodies the distinctive characteristics of a rare method of construction utilizing a completely aluminum exterior, combined with a steel frame. Built for the Reynolds Aluminum Corporation, this is an example of both programmatic architecture and a display of engineering architectural metals. This property has been individually evaluated as potentially eligible for the California Register. This property may become eligible for separate listing in the National Register when the property becomes old enough to meet the Register's 50-year requirement.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**

Building Permit #168441, #228102, #8812585, #8901699

B13. Remarks:

***B14. Evaluator:**

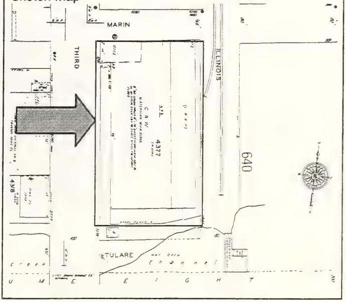
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**

July 20, 2001

(This space reserved for official comments.)

Sketch Map



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Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 3240 3rd Street

P1. Other Identifier: 132; 3210 3rd Street
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco South, CA **Date** 1995
***c. Address** 3240 3rd Street **City** San Francisco **Zip** 94124
***e. Other Locational Data:** Assessor's Parcel Number Block: 4378 Lot: 6

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

A large complex of buildings constructed for the rendering of fish located on the northern bank of Islais Creek. Two buildings of the original complex remain: the Canning Plant and a small office building. Four additional buildings and a pier were demolished in 1986.

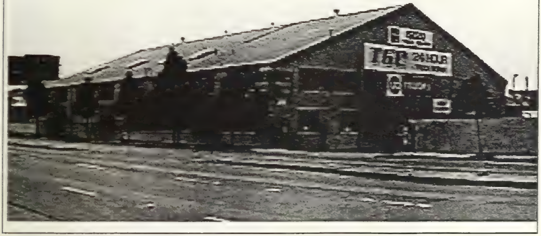
The large structure is the Canning Plant, a freestanding, one-story with mezzanine, prefabricated steel warehouse with corrugated steel siding and a gabled roof. The wide band of industrial sash windows across the majority of the façade has been mostly infilled leaving but a few windows exposed. A large ell was appended to the building in 1960 on the southern gable end (photo 5). A smaller steel building was added to the western façade at a later date (photo 4).

A small frame office building was relocated from the eastern portion of the lot to the northern portion in 1944 (photo 3), possibly being constructed in 1943. It is one-story with wooden shiplap siding and a simple gabled roof. The building features wooden one-over-one double-hung, sash windows except for an altered eastern façade now containing a large, fixed pane sash. This elevation also has modern vertically grooved plywood siding. The roofing material is rolled asphalt.

***P3b. Resource Attributes:** (list attributes and codes) HP 8 Industrial Building

***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View from 3rd Street looking southwest.
All photos 12-13-2000.

***P6. Date Constructed/Age and Sources:** ☒historic
1945 – Assessor's Record, Building Permit

***P7. Owner and Address:**
Martin Gaehwiler
% Arthur J. & Sylvia Zanello
1550 Michigan Street
San Francisco, CA 94124

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Building Permit #79883

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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HRI # ______
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Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 3240 3rd Street

***Recorded by** Planning Department – City and County of San Francisco ***Date** 01-19-2001 ☒ Continuation ☐ Update

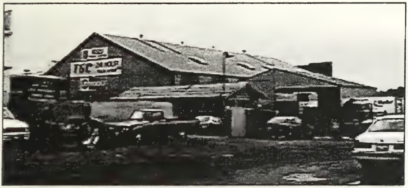

Photo 2. View southeast from Tennessee and Marin Streets. In the foreground is the small office building. To the left, the Canning Plant and to the right, a modern addition.

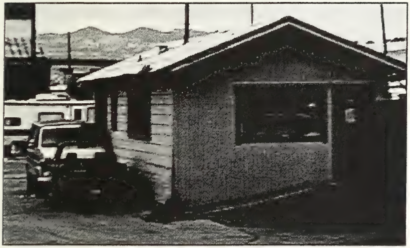

Photo 3. View west from 3rd Street of the small office building.

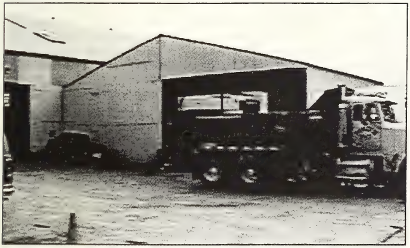

Photo 4. View southeast from Tennessee and Marin Streets, detail of addition to Canning Plant.

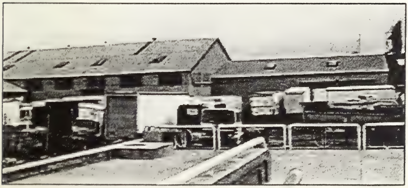

Photo 5. View east from Tennessee and Tulare Streets (LASH Terminal Facility) showing the "L" addition to the Canning Plant.

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BUILDING, STRUCTURE, AND OBJECT RECORD

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Page 3 **of** 3
***NRHP Status Code** 4D2

***Resource Name or #** 3240 3^{rd} Street

B1. Historic name: F. E. Booth Company, Inc. Plant
B2. Common name: None
B3. Original Use: Sardine canning plant
B4. Present use: Unknown
***B5. Architectural Style:** Industrial
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Canning Plant built and existing office moved from eastern boundary of lot to northern boundary in 1945. 60'4" by 92' steel frame addition constructed in 1960. Slider removed and new roll-up steel door installed in 1980.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:**______ **Original Location:**______
***B8. Related Features:** Complex of buildings

B9a. Architect: A. K. Cowell, engineer
b. Builder: The Austin Company, contractor
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This piece of land does not appear on any maps before 1920 because it was under water. By 1928, work had begun on the Islais Creek Reclamation project, which entailed creating 281 acres of fill for industrial expansion and new factory sites and dredging 6,000,000 cubic yards of fill to create the present channel. The block first appears in the 1935 block book with two lots, both owned by Western Pacific Rail Road Co. The F. E. Booth Co. fish reduction plant was constructed in 1945, but only two buildings remain. The plant is listed at this address in City Directories until 1964/65. City Directories list T. P. Drayage Inc. at this address from 1971-1975. Other businesses were located here in the 1970s such as Alta Export Services Co. packing, Cin-Go-Lani Plumbing, Tru-Pak Boxing & Crating, and Smyth Van Lines. Ort Chain Service Center manufacturers and Cunningham Moving and Storage were each located at this address from the mid-1970s to the mid-1980s. TGC Truck Repair Inc. has occupied this building since 1988.

The warehouse retains integrity of location, design, workmanship, materials, and association. The office possesses integrity of design, workmanship, materials, and association. Both structures have lost some integrity of setting and feeling because the other buildings associated with the plant have been demolished.

3240 3^{rd} Street retains contextual significance as an example of part of a large industrial warehouse complex in the Central Waterfront area. It is not individually eligible for listing in the National Register because it lacks the necessary historical or architectural significance. This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed. The district relates to the development of San Francisco's Central Waterfront, as a mixed industrial and residential area. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. This property has been individually evaluated as ineligible for the California Register.

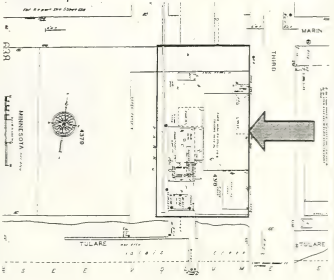
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permits #79883, #242074

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



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HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 2 **Resource name(s) or number**(assigned by recorder) Pier 84 and Copra crane

P1. Other Identifier: 133; Pier 84 Cargill Copra Plant
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco South, CA **Date** 1995
***c. Address** Indiana and Tulare Streets at Islais Creek Channel **City** San Francisco **Zip** 94124
***e. Other Locational Data:** Assessor's Parcel Number Block: 9900 Lot: 84

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

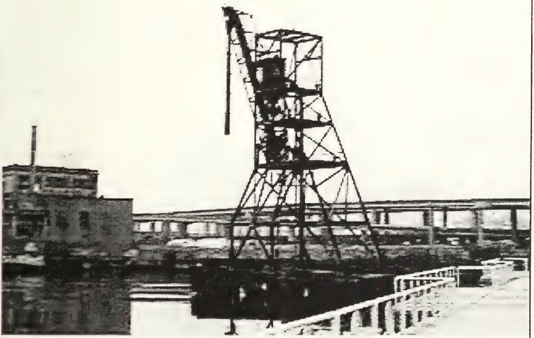
Pier 84 is a single level wooden wharf set on wood pilings located along the northwest shore of the Islais Creek Channel. The wharf is located some fifty feet from the shoreline and was accessed by short bridges, no longer standing. Adjacent buildings have also been demolished, c. 1998.

The copra crane is a large (approximately 50-foot tall) structural steel loading crane with a broad base set onto the deck of the pier. A long arm and descending "trunk" project from the midsection of the crane. The crane has been tooled to unload copra, or dried coconut meat, which was processed for vegetable oil in the now demolished plant on the adjacent shore.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure; AH 13 Wharves

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from Tulare Street looking southwest
11-30-2000

***P6. Date Constructed/Age and Sources:** ☒historic
Pier: 1948 Port Files
Crane: 1965 Port Files

***P7. Owner and Address:**
Port of San Francisco
Ferry Building
San Francisco, Ca 94111

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 01-19-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") San Francisco Landmarks Case Report, June 1, 1990 (1990.348L) "Pier 84 with Loading Tower"; DPR 523 10/24/94

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

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*NRHP Status Code 4S1
*Resource Name or # Pier 84 and copra crane

B1. Historic name: Cargill Inc. Copra loading crane
B2. Common name: Copra loading crane
B3. Original Use: Copra loading crane B4. Present use: None
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Pier constructed in 1948. Crane constructed in 1965.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
***B8. Related Features:**
Shed and pump house, both post-1964. Rail spurs. Office on Cesar Chavez Street.

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Commercial Development **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Industrial **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

This area does not appear on any maps before 1920 because it was an open creek bed. By 1928, work had begun on the Islais Creek Reclamation project, which entailed creating 281 acres of fill for industrial expansion and new factory sites and dredging 6,000,000 cubic yards of fill to create the present channel. This parcel is listed in the 1935 block book with the Western Pacific Rail Road Company as the owner of the entire block. In 1948, the Port of San Francisco constructed Pier 84. By 1948, a plant and refinery for coconut oil was constructed by Cargill Inc., and in 1956, the administration building was constructed with general offices, an oil manager office, a grain manager office, a trading room and a sample room. The loading crane - copra crane was erected in 1965 by/for Granex Corp., a copra processing plant owned and operated by Philippine nationals. It was used until 1974 when the copra processing plant closed. City Directories list Cargill Inc. at this address until 1980 and Granex Corporation, refiners of oil/copra processing from 1981 until 1990. Pan Pacific Commodities, dealers of crude oil, were also listed at this address from 1981-1983.

The crane retains integrity of location, design, workmanship, materials, and association. It is such a striking structure that, although almost all of the buildings from the plant have been demolished, it still possesses integrity of setting and feeling.

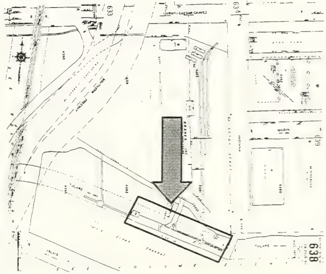
Although this crane was erected less than 50 years ago, it is significant at the local level because of its connection to the Central Waterfront's and San Francisco's labor history as it is the last remaining piece of machinery on the Port of San Francisco hand-operated by longshoremen working bulk cargo. It also represents the ties of San Francisco's economy with those of the South Pacific Islands. In the 1960s, copra imports to San Francisco were valued at about $18 million annually. This resource may become eligible for separate listing in the National Register when the property becomes old enough to meet the Register's 50-year requirement. Additional research may find it as the only remaining property representative of the copra processing industry in San Francisco. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Building Permit #188857; Port of San Francisco Historic Resources Data Base; "Save the Copra Crane" brochure; Copra Crane Labor Landmark Association; Islais Creek Human History Outline
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 2 **Resource name(s) or number** 20th and Illinois Streets Paving

P1. Other Identifier: 134

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***c. Address** **City** San Francisco **Zip** 94107

***e. Other Locational Data:** 20th Street from Illinois to Louisiana and Illinois Street at 18th Street gate.

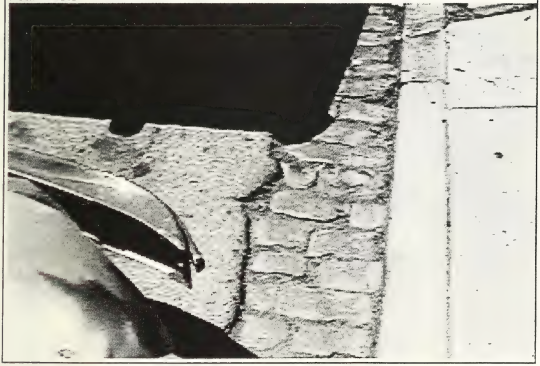
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Basalt paving blocks laid in granite or concrete curbs located on 20th Street between Illinois and Louisiana Streets, as well as within the roughly triangular area at the rail spur gate on Illinois Street at 18th Street. The paving blocks are approximately five by ten inches each and are laid perpendicular to the direction of traffic. A layer of asphalt paving covers much of the historic paving.

***P3b. Resource Attributes:** (list attributes and codes) HP 37 Highways / Trail

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from 20th Street, north side
In front of Building 104. 6/18/2001

***P6. Date Constructed/Age and Sources:** ☒historic
1893 Board of Supervisors report, 1895.

***P7. Owner and Address:**
Port of San Francisco and
City and County of San Francisco,
Department of Public Works

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
6/20/2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") Tables showing changes in names of streets also open, closed and accepted streets and widths of streets of the City and County of San Francisco, Board of Supervisors CCSF, Hinton Printing Co. 536 Clay Street, San Francisco, 1895.

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☐Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #____________________
HRI#____________________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 2

***NRHP Status Code** 4D5

***Resource Name or #** 20th and Illinois Streets Paving

B1. Historic name: Napa Street (c.1870 – 1895); Illinois Street
B2. Common name: 20th Street; Illinois Street
B3. Original Use: Pavement
B4. Present use: Pavement
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Laid in 1893.

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:**________ **Original Location:**________________
***B8. Related Features:** none

B9a. Architect: N/A b. Builder: N/A
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Infrastructure **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The paving blocks represent the early history of pavements in San Francisco. These basalt blocks are typical of much of the paving in both the central waterfront area and the city as a whole. The blocks date from the Union Iron Works period, from 1883-1902, which has six representative buildings, structures and objects: Buildings 113, 114, 104, Pier 68, Slip #4 and parts of the rail spur system. Additionally, existing later buildings incorporated parts of buildings of this period: Buildings 118, 105 and possibly 109. Geographically, the paving blocks cover Pier 68 and the northwest part of the greater Pier 70 area (blocks 4046, 4110).

Bethlehem Steel's San Francisco Yard -- eventually encompassing Blocks 4046, 4052 and 4111 -- was located in part of a larger area currently referred to as Pier 70. The San Francisco Yard is an area of both local and national significance. It is significant under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. Some of the buildings also appear individually eligible under Criterion C: for architectural merit The San Francisco Yard is important nationally as a contributor to three war efforts: the Spanish American War, World War I and World War II. Locally, the yard is representative of one of San Francisco's earliest industrial plants. This resource may become a contributor to a potential San Francisco Yard historic district, once registration requirements for the property type are clarified.

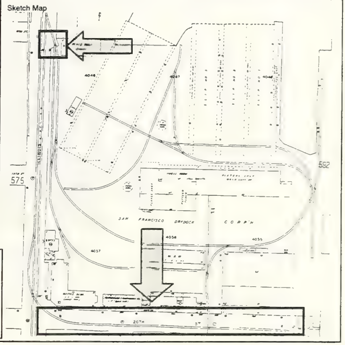
B11. Additional Resource Attributes: (List attributes and codes) AH7 Road, beneath non-historic pavements

***B12. References:**
Tables showing changes in names of streets also open, closed and accepted streets and widths of streets of the City and County of San Francisco, Board of Supervisors CCSF, Hinton Printing Co. 536 Clay Street, San Francisco, 1895. Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee

***Date of Evaluation:**
July 20, 2001



(This space reserved for official comments.)

DPR 523B (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
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Other Listings
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Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 23rd Street Bridge

P1. Other Identifier: 135

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** 23rd Street, between Iowa and Pennsylvania Streets **City** San Francisco **Zip**

***e. Other Locational Data:** Under Interstate-280

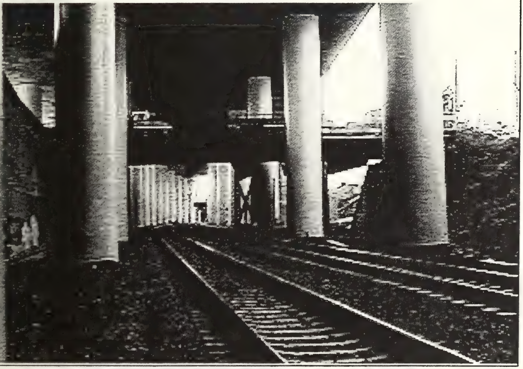
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This flat, steel bridge crosses the Bayshore Cutoff portion of the Peninsula rail line near milepost 1.85 at 23rd Street. One steel bent with laced columns and several horizontal steel girders supports the 42 foot-wide roadway and two 12 foot-wide pedestrian walkways. The portion of the deck for automobile traffic is concrete and the portion for pedestrian traffic is wooden plank. The pedestrian walkways feature metal pipe railings and are separated from the automobile lanes by steel girders.

***P3b. Resource Attributes:** (list attributes and codes) HP 19 Bridge

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View from railroad tracks looking south
February, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
c. 1904

***P7. Owner and Address:**
Department of Public Works
City & County of San Francisco
City Hall – Room 348
#1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

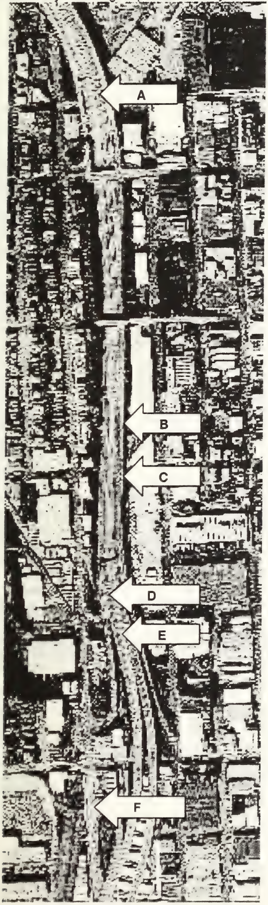
***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
City and County of San Francisco, Department of Public Works – Bureau of Engineering: 22nd Street Bridge between Iowa and Pennsylvania Streets Inspection Schedule, September 1942, LL-14701, Map 9

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary #
CONTINUATION SHEET	HRI # Trinomial

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 23rd Street Bridge

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update



Sketch Map

Arrow A: North portal, Tunnel 1 near Mariposa and Iowa Streets.

Arrow B: South portal, Tunnel 1 near 22nd and Iowa Streets.

Arrow C: 22nd Street Bridge Under Interstate 280 at Iowa Street.

Arrow D: 23rd Street Bridge Under Interstate 280 at Iowa Street.

Arrow E: North portal, Tunnel 2 near 23rd and Iowa Streets.

Arrow F: South portal, Tunnel 2 near 25th and Iowa Streets.

State of California — The Resources Agency **Primary #**____________
DEPARTMENT OF PARKS AND RECREATION **HRI#**____________

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 3 ***NRHP Status Code** 3D

***Resource Name or #** 23rd Street Bridge

B1. Historic name: 23rd Street Bridge
B2. Common name: 23rd Street Bridge
B3. Original Use: Bridge B4. Present use: Automobile and pedestrian bridge
***B5. Architectural Style:** Renaissance Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed c. 1904.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** None

B9a. Architect: E.H. Harriman b. Builder: C. R. Broughton, assistant engineer in charge; SPRR force
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Infrastructure **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Bayshore Cutoff was constructed from San Bruno to San Francisco on ten miles of infill from 1904 through 1907 to divert the increasingly longer trains from the original route over the San Bruno Mountains. Bayshore topography required the construction of five tunnels between Mariposa Street and the freight yards, which were built at Visitation Point. Four brick and concrete tunnels were constructed between 1904 and 1907, when the Southern Pacific rerouted its coast division's Peninsula Railroad from the Ocean View line -- to a cut-off along the eastern shore of San Francisco to Brisbane -- where the line rejoined the railway.

The bridge was part of a cutoff planned by E.H. Harriman. The project cost over nine million dollars and was one of the most expensive sections of the Southern Pacific system. Planned under the supervision of William Hood, chief engineer of the Southern Pacific, it was built on largely level ground and filled marshland and shortened the distance to San Bruno from 13.6 miles to 11 miles. More importantly, the bridge bypassed the steep grade on the Valencia Street line, which was inadequate for the increasingly heavy freight loads. The line served the State Belt Railroad, which connected 39 piers along San Francisco's waterfront. The line also served the industrial district that developed at that time along the Islais Creek Channel. Following the completion of the Dumbarton Cutoff to the south, the Southern Pacific facilities on San Francisco Bay were greatly unified and distances were shortened by some fifty miles and two car ferry transfers.

The Bayshore Cutoff 's importance in the upgrade of Southern Pacific facilities in the West and specifically the tunnels, which facilitated the cutoff, represent the railroad's influence on the development of San Francisco, the Central Waterfront and Mission Bay in particular. The tunnels and bridges contribute to a potential National Register historic district as it relates to the development of the Central Waterfront as a mixed industrial and residential district, 1854-1948. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. They would also be eligible for individual listing on the California register and would be a contributor to a local district. This bridge retains integrity of location, design, setting, materials, workmanship, feeling, and association. The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Historic Property Survey Report, Addendum No. 1, for the Joint Powers Board Acquisition of the Southern Pacific Right-of-Way, San Francisco to San Jose Peninsula Commute, California Department of Transportation, December, 1991. Mimeograph of original plans: Potrero Hill Archives Project.
B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map

See Continuation Sheet page 3.

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DEPARTMENT OF PARKS AND RECREATION

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Trinomial
NRHP Status Code
Other Listings
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Page 1 of 3 **Resource name(s) or number**(assigned by recorder) 22nd Street Bridge

P1. Other Identifier: 136
***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995
***c. Address** 22nd Street, between Iowa and Pennsylvania Streets **City** San Francisco **Zip**
***e. Other Locational Data:** Under Interstate-280

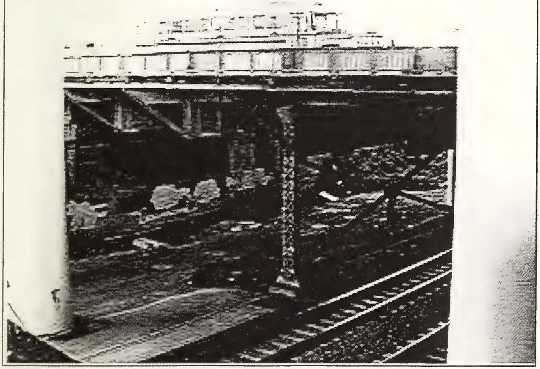
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

This flat, steel bridge crosses the Bayshore Cutoff portion of the Peninsula rail line near milepost 1.70 at 22nd Street. One steel bent with laced columns and several horizontal steel girders support the 42 foot-wide roadway and two 12 foot-wide pedestrian walkways. The portion of the deck for automobile traffic is concrete and the portion for pedestrian traffic is wooden plank. The pedestrian walkways feature metal pipe railings and are separated from the automobile lanes by steel girders.

***P3b. Resource Attributes:** (list attributes and codes) HP 19 Bridge

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo



P5b. Photo: (view and date)
View of 22nd Street Bridge from Iowa Street looking northwest.
February, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
c. 1904

***P7. Owner and Address:**
Department of Public Works
City & County of San Francisco
City Hall – Room 348
#1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
City and County of San Francisco, Department of Public Works – Bureau of Engineering: 22nd Street Bridge between Iowa and Pennsylvania Streets Inspection Schedule, September 1942, LL-14700, Map 9

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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DEPARTMENT OF PARKS AND RECREATION
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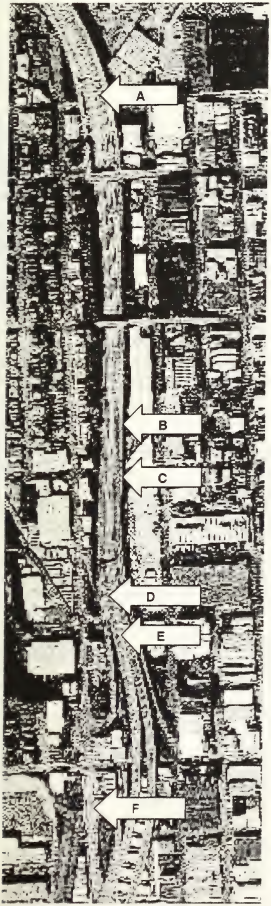
Primary # ___
HRI # ___
Trinomial ___

Page 2 **of** 3 **Resource Name or #** (Assigned by recorder) 22nd Street Bridge
***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update



Sketch Map.

Arrow A: North portal, Tunnel 1 near Mariposa and Iowa Streets.

Arrow B: South portal, Tunnel 1 near 22nd and Iowa Streets.

Arrow C: 22nd Street Bridge Under Interstate 280 at Iowa Street.

Arrow D: 23rd Street Bridge Under Interstate 280 at Iowa Street.

Arrow E: North portal, Tunnel 2 near 23rd and Iowa Streets.

Arrow F: South portal, Tunnel 2 near 25th and Iowa Streets.

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Primary #
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BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 3
***NRHP Status Code** 3D

***Resource Name or #** 22nd Street Bridge

B1. Historic name: 22nd Street Bridge
B2. Common name: 22nd Street Bridge
B3. Original Use: Bridge
B4. Present use: Automobile and pedestrian bridge
***B5. Architectural Style:** Renaissance Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built c. 1904.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:**
B9a. Architect: E.H. Harriman
b. Builder: C. R. Broughton, assistant engineer in charge; SPRR force
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Infrastructure **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Bayshore Cutoff was constructed from San Bruno to San Francisco on ten miles of infill from 1904 through 1907 to divert the increasingly longer trains from the original route over the San Bruno Mountains. Bayshore topography required the construction of five tunnels between Mariposa Street and the freight yards, which were built at Visitation Point. Four brick and concrete tunnels were constructed between 1904 and 1907, when the Southern Pacific rerouted its coast division's Peninsula Railroad from the Ocean View line -- to a cut-off along the eastern shore of San Francisco to Brisbane -- where the line rejoined the railway.

The bridge was part of a cutoff planned by E.H. Harriman. The project cost over nine million dollars and was one of the most expensive sections of the Southern Pacific system. Planned under the supervision of William Hood, chief engineer of the Southern Pacific, it was built on largely level ground and filled marshland and shortened the distance to San Bruno from 13.6 miles to 11 miles. More importantly, the bridge bypassed the steep grade on the Valencia Street line, which was inadequate for the increasingly heavy freight loads. The line served the State Belt Railroad, which connected 39 piers along San Francisco's waterfront. The line also served the industrial district that developed at that time along the Islais Creek Channel. Following the completion of the Dumbarton Cutoff to the south, the Southern Pacific facilities on San Francisco Bay were greatly unified and distances were shortened by some fifty miles and two car ferry transfers.

The Bayshore Cutoff 's importance in the upgrade of Southern Pacific facilities in the West and specifically the tunnels, which facilitated the cutoff, represent the railroad's influence on the development of San Francisco, the Central Waterfront and Mission Bay in particular. The tunnels and bridges contribute to a potential National Register historic district as it relates to the development of the Central Waterfront as a mixed industrial and residential district, 1854-1948. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. The tunnels and bridges are properties that are also representative of E.H. Harriman's work. They would also be eligible for individual listing on the California register and would be a contributor to a local district. This bridge retains integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Historic Property Survey Report, Addendum No. 1, for the Joint Powers Board Acquisition of the Southern Pacific Right-of-Way, San Francisco to San Jose Peninsula Commute, California Department of Transportation, December, 1991. Mimeograph of original plans: Potrero Hill Archives Project.
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

Sketch Map

See Continuation Sheet page 3.

(This space reserved for official comments.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 5 **Resource name(s) or number**(assigned by recorder) Bayshore Cutoff Tunnels No. 1 & 2

P1. Other Identifier: 137

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA **Date** 1995

***c. Address** **City** San Francisco **Zip**

***e. Other Locational Data:** Parallel to Iowa Street, under Interstate-280.

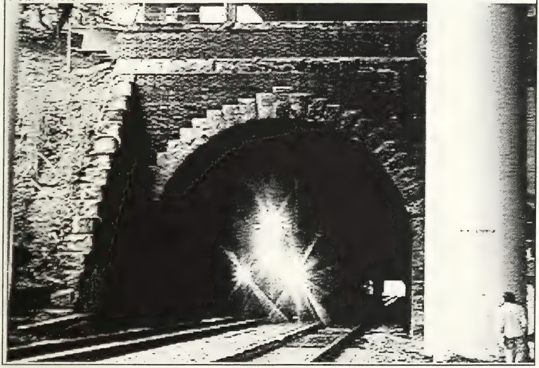
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

These barrel vaulted, double track tunnels are located near the intersections of Iowa and 22nd Streets (No. 1) and Iowa and 23rd Streets (No. 2). They were built through serpentine with clay seams and are part of the infrastructure for the Bayshore Cutoff section of the Peninsula rail line connecting San Francisco to San Jose. Tunnel No. 1 is a single tunnel and is 1,817 feet-long extending from milepost 1.33 to 1.67. Tunnel No. 2 is 1,086 feet-long, extending from milepost 1.93 to 2.14. Tunnel No. 2 was constructed as a double tunnel, but the western portal has been partially infilled with brick (Photo 2). Both tunnels are brick and concrete construction with more decorative Romanesque facades of hard-burned red brick laid in a Dutch bond pattern, buff sandstone trim along the arched openings, a sandstone belt course and a capstone rail. Lateral retaining walls capped in sandstone step towards the belt course on the southern façade of Tunnel No. 1 and on the eastern portion of Tunnel No. 2. The western retaining wall of Tunnel No. 2 is flat and the sandstone belt course of the façade continues onto the retaining wall. The date, 1905, is carved into the keystone on the northern portal of the eastern tunnel of Tunnel No. 2 and a sign with the number "2" is located in the center of the façade on the sandstone trim of the eastern tunnel. Brick headers line the interior of the tunnels.

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure – tunnel

***P4. Resources Present:** ☐Building ☒Structure ☐Object ☐Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View of southern portal of Tunnel No. 1 from rail tracks looking north.
February, 2001

***P6. Date Constructed/Age and Sources:** ☒historic
1905 – Tunnel No. 1
1907 – Tunnel No. 2 reconstructed

***P7. Owner and Address:**
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave.
San Carlos, CA 94070

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:** 03-26-2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")
Historic Property Survey Report, Addendum No. 1, for the Joint Powers Board Acquisition of the Southern Pacific Right-of-Way, San Francisco to San Jose Peninsula Commute, California Department of Transportation, December, 1991.

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

State of California — The Resources Agency **DEPARTMENT OF PARKS AND RECREATION**	Primary # ________ HRI # ________
CONTINUATION SHEET	Trinomial ________

Page 2 **of** 5 **Resource Name or #** (Assigned by recorder) Bayshore Cut-Off Tunnels No. 1 & 2

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

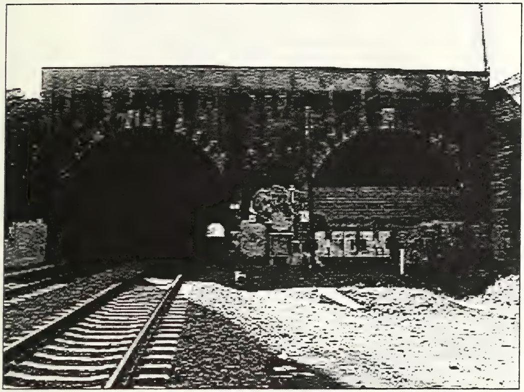


Photo 2. View of northern portal of Tunnel No. 2 looking south.

Photo 3. Detail of dated keystone, 1905, on northern portal of eastern tunnel of Tunnel No. 2

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CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 3 **of** 5 **Resource Name or #** (Assigned by recorder) Bayshore Cut-Off Tunnels No. 1 & 2

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-26-2001 ☒ Continuation ☐ Update

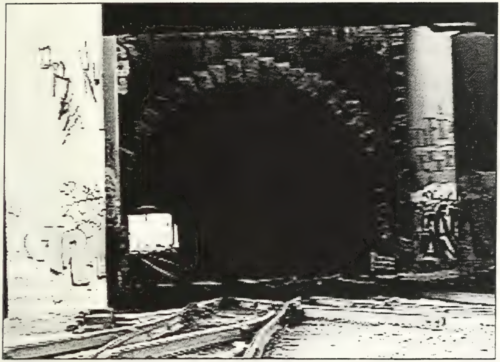

Photo 4. Northern portal of Tunnel No. 1. May, 2001.

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Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 4 **of** 5
***NRHP Status Code** 3D
***Resource Name or #** Bayshore Cutoff Tunnels No. 1 & 2

B1. Historic name: Tunnels No. 1 and No. 2
B2. Common name: None
B3. Original Use: Railroad tunnels for the Bayshore Cutoff
B4. Present use: Railroad tunnels
***B5. Architectural Style:** Romanesque Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Built in 1905. Tunnel No. 2 reconstructed in 1907.
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** Tunnels: No. 3, No. 4, No. 5. (outside current survey area)
B9a. Architect: E.H. Harriman
b. Builder: C. R. Broughton, assistant engineer in charge; SPRR force
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1856-1948 **Property Type** Infrastructure **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The Bayshore Cutoff was constructed from San Bruno to San Francisco on ten miles of infill from 1904 through 1907 to divert the increasingly longer trains from the original route over the San Bruno Mountains. Bayshore topography required the construction of five tunnels between Mariposa Street and the freight yards, which were built at Visitation Point. Four brick and concrete tunnels were constructed between 1904 and 1907 when the Southern Pacific rerouted its coast division's Peninsula Railroad from the Ocean View line -- built in 1863, to a cut-off along the eastern shore of San Francisco to Brisbane -- where the line rejoined the railway constructed in 1864.

The tunnels were part of a cutoff planned by E.H. Harriman. The project cost over nine million dollars and was one of the most expensive sections of the Southern Pacific system. Planned under the supervision of William Hood, chief engineer of the Southern Pacific, it was built on largely level ground and filled marshland and shortened the distance to San Bruno from 13.6 miles to 11 miles. More importantly, it bypassed the steep grade on the Valencia Street line, which was inadequate for the increasingly heavy freight loads on the line. The line served the State Belt Railroad, which connected 39 piers along San Francisco's waterfront. The line also served the industrial district that developed at that time on Islais Creek Channel. With the completion of the Dumbarton Cutoff to the south, the Southern Pacific facilities on San Francisco Bay were greatly unified and distances were shortened by some fifty miles and two car ferry transfers.

The Bayshore Cutoff 's importance in the upgrade of Southern Pacific facilities in the West and specifically, the tunnels, which facilitated the cutoff, represent the railroad's influence on the development of San Francisco, the Central Waterfront and Mission Bay in particular. The tunnels and bridges contribute to a potential National Register historic district as it relates to the development of the Central Waterfront as a mixed industrial and residential district, 1854-1948. The district is significant at a local level under Criterion A: Resources that are associated with events that have made a significant contribution to the broad patterns of our history. The tunnels and bridges are properties that are also representative of E.H. Harriman's work. Therefore, the tunnels and bridges as a district appear eligible for inclusion on the National Register of Historic Places. They would also be eligible for individual listing on the California register and would be a contributor to a local district. These tunnels retain integrity of location, design, setting, materials, workmanship, feeling, and association.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Historic Property Survey Report, Addendum No. 1, for the Joint Powers Board Acquisition of the Southern Pacific Right-of-Way, San Francisco to San Jose Peninsula Commute, California Department of Transportation, December, 1991. Mimeograph of original plans: Potrero Hill Archives Project.
B13. Remarks:
***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map

See Continuation Sheet page 5.

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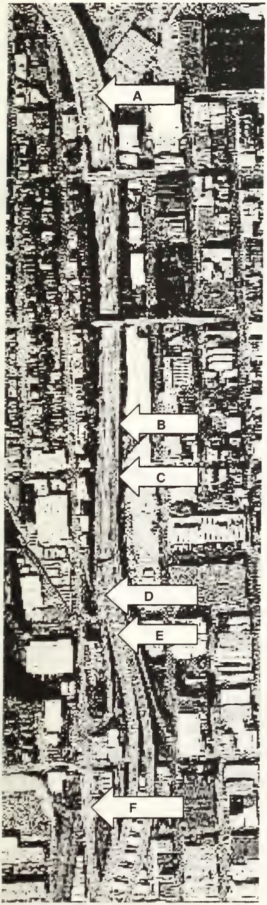
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ____
HRI # ____
Trinomial ____

Page 5 **of** 5 **Resource Name or #** (Assigned by recorder) Bayshore Cut-Off Tunnels No. 1 & 2

***Recorded by** Planning Department – City and County of San Francisco ***Date** 03-06-2001 ☒ Continuation ☐ Update



Sketch Map.

Arrow A: North portal, Tunnel 1 near Mariposa and Iowa Streets.

Arrow B: South portal, Tunnel 1 near 22nd and Iowa Streets.

Arrow C: 22nd Street Bridge Under Interstate 280 at Iowa Street.

Arrow D: 23rd Street Bridge Under Interstate 280 at Iowa Street.

Arrow E: North portal, Tunnel 2 near 23rd and Iowa Streets.

Arrow F: South portal, Tunnel 2 near 25th and Iowa Streets.

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PRIMARY RECORD

Primary #________
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NRHP Status Code________
Other Listings________
Review Code________ Reviewer________ Date________

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P1. Resource name(s) or number: 3rd Street Light Standards

P1. Other Identifier: 138
***P2. Location: *a. County** San Francisco
***b. USGS 7.5' Quad** San Francisco North, CA; San Francisco South, CA **Date** 1995
***c. Address** 3rd Street median between Alameda St. and Cargo Way **City** San Francisco **Zip** 94107
***e. Assessor's Parcel Number:** N/A

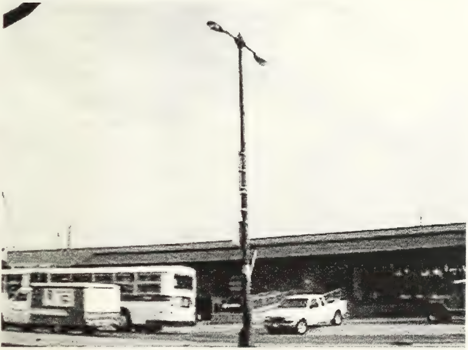
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Sixty-five Light Standards placed in the 3rd Street median, eleven of which are placed outside the current survey boundaries. The standards are made of steel and cast iron. The base set in concrete, is composed of four elements: a cast iron frame and four removable plates. The shafts of the standards are steel and taper as they rise. The apex of the shaft is composed of a single octagonal element from which two tubular poles bearing lights project at right angles to the shaft. The lights themselves are modern replacements. Some of the sixty-five light standards are replacements that do not match the majority. The cast plates in the base of each light identify the foundry of manufacture: "Taper Tube Pole Co. Oakland."

***P3b. Resource Attributes:** (list attributes and codes) HP 11 Engineering Structure

***P4. Resources Present:** ☐Building ☐Structure ☒Object ☐Site ☐District ☐Element of District ☐Other

P5a. Photo 1



P5b. Photo: (subject, view, date)
3rd Street 2900 block.
12/6/2000

***P6. Date Constructed/Sources:**
c. 1944

***P7. Owner and Address:**
City of San Francisco
Bureau of Light, Heat and Power
1155 Market Street
San Francisco, CA 94103

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
12-19-2000

***P10. Survey Type:**
Intensive

***P11. Report Citation:**

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other

*Required information

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Primary # ____________
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Page 2 **of** 5 **Resource Name or #** (Assigned by recorder) 3rd Street Light Standards
***Recorded by** Planning Department – City and County of San Francisco ***Date** 12-19-2000 ☒ Continuation ☐ Update

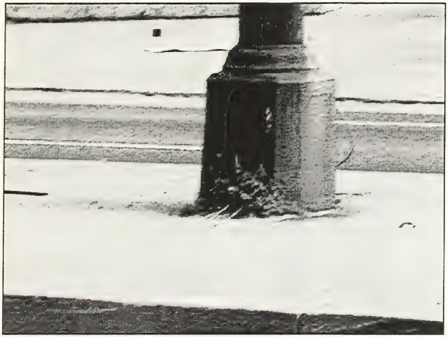

Photo 2. Base of 3rd Street Light Standards. Standard above is missing a cast plate. 3rd Street, 2900 block. 12/6/2000

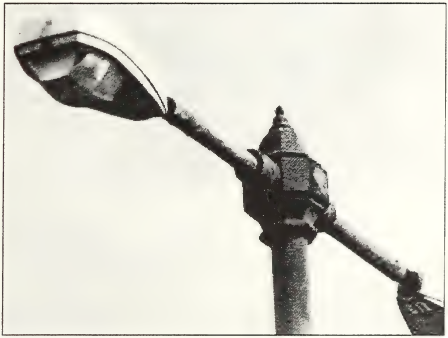

Photo 3. Apex of 3rd Street Light Standards. Standards have modern lights. 3rd Street, 2900 block. 12/6/2000

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HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

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***NRHP Status Code** 4D5

***Resource Name or #** 3rd Street Light Standards

B1. Historic name: Unknown
B2. Common name: Light Standards
B3. Original Use: Light Standards B4. Present use: Light Standards
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)
Installed c. 1944. Pendant lights replaced c. 1980.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** n/a

B9a. Architect: n/a b. Builder: n/a
***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Infrastructure **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

The lights of the 3rd Street median represent the change of the Central Waterfront area and 3rd Street in particular, from a randomly developed area to a planned industrial boulevard. The 3rd Street light standards were the first electrical lighting in the Central Waterfront. While not innovative for their time, they represent the advanced street illumination known to exist in the United States in the early decades of the 20th century. This technology followed some 20 years behind the first such lighting fixtures in San Francisco's Market Street and the Golden Triangle Districts, where they used the same type of innovative arc lamps used at the Panama-Pacific Exposition; the fair designed to celebrate the future. The 3rd Street lights were equipped with a new type of glass and more powerful lamps that uniformly distributed light, did not cast large shadows, lit the facades of the buildings and provided a soft and radiant spread of light.

The 3rd Street lights are also important remnants of the City Beautiful movement. The minimal classical styling of the light standards reflects the popularity of and emphasis on classical styles that were characteristic of the City Beautiful movement. The standard design employs such classical elements as a base and capital, acanthus leaves and scrolls.

The 3rd Street lights retain contextual significance as the first expression of formal planning in the Central Waterfront area. This resource type may become a contributor to a potential historic district, once registration requirements for the property type are clarified.

The 3rd Street lights retain integrity of location, design, setting, materials, workmanship, and association. The replacement of the hanging pendant lights affects integrity of feeling, in that the light is a different color.

B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
Historic photographs.

B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This Space Reserved for Official Comments)

See Continuation sheet page 4.

Sketch Map

State of California — The Resources Agency
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CONTINUATION SHEET

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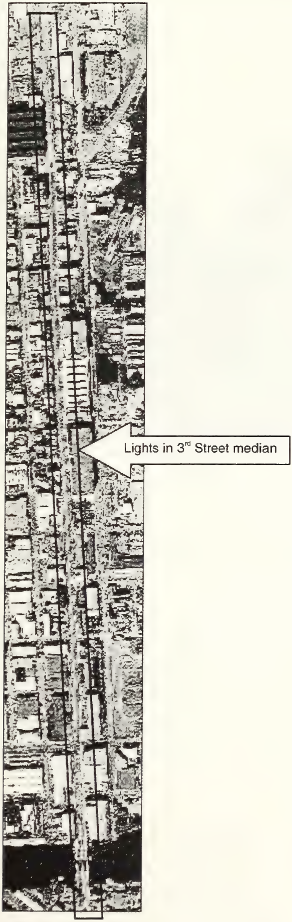
Page 4 **of** 5 **Resource Name or #** (Assigned by recorder) 3rd Street Light Standards
***Recorded by** Planning Department – City and County of San Francisco ***Date** 12-19-2000 ☒ Continuation ☐ Update



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DEPARTMENT OF PARKS AND RECREATION

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Page 5 **of** 5 **Resource Name or #** (Assigned by recorder) 3rd Street Light Standards
***Recorded by** Planning Department – City and County of San Francisco ***Date**12-19-2000 ☒ Continuation ☐ Update

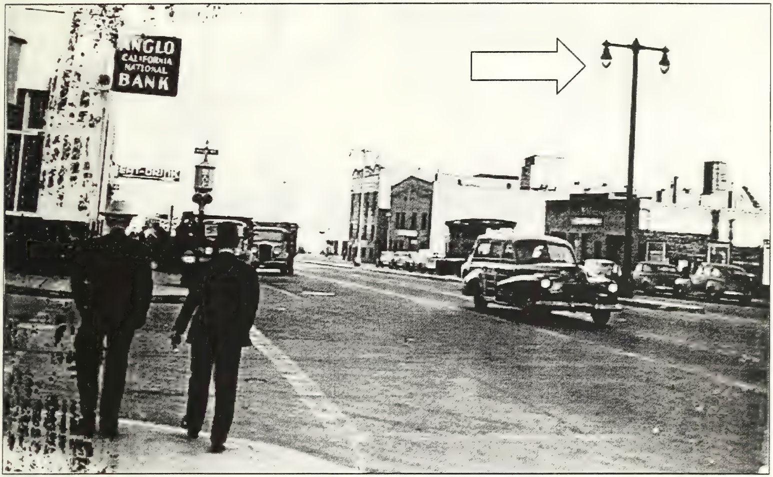

Photo 4. View of 3rd Street at 20th Street, September 1944. Photo San Francisco Public Library accession number AAB 5827.

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PRIMARY RECORD

Primary #
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Trinomial
NRHP Status Code
Other Listings
Review Code **Reviewer** **Date**

Page 1 of 5 **Resource name(s) or number**(assigned by recorder) Irish Hill

P1. Other Identifier: 139

***P2. Location:** ☐Not for Publication ☒Unrestricted ***a. County** San Francisco

***b. USGS 7.5' Quad** San Francisco North, CA 1995

***c. Address** none **City** San Francisco **Zip** 94107

***e. Other Locational Data:** Michigan Street between 20th and 22nd Streets, portions of blocks 4111 and 4120.

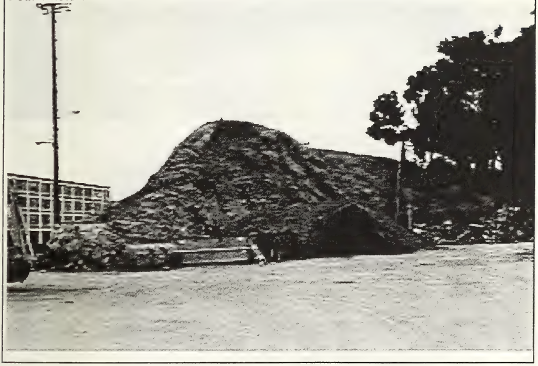
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)

Irish Hill is a prominence of natural land rising from the man-made flat topography. It is the remainder of a larger point of land that extended from Potrero Hill into the San Francisco Bay. The flat topography surrounding Irish Hill is at two distinct elevations. On the eastern side of the hill the elevation is eight feet above sea level, while on the west side the elevation is 22 feet. Irish Hill rises to an elevation of roughly 54 feet above sea level at its highest point. The grade is primarily located within the bounds of Michigan Street, but also banks to the east between Assessor's Block 4120 and Building 117 of the Bethlehem Steel San Francisco Yard. A stand of trees is located on its eastern bank.

***P3b. Resource Attributes:** (list attributes and codes) HP31 Urban Open Space

***P4. Resources Present:** ☐Building ☐Structure ☐Object ☒Site ☐District ☒Element of District ☐Other

P5a. Photo 1



P5b. Photo: (view and date)
View south from Michigan and 22nd Streets. 4/26/2001

***P6. Date Constructed/Age and Sources:** ☒historic
1948- aerial photograph

***P7. Owner and Address:**
ptn. City of San Francisco
ptn. Port of San Francisco
ptn. Pacific Gas & Electric
Michigan is a city right-of-way, northern portion is owned by port, as is block 4111. Block 4120 is owned by P.G.&E.

***P8. Recorded by:**
Planning Department
City & County of San Francisco
1660 Mission Street, 5th Floor
San Francisco, CA 94103

***P9. Date Recorded:**
4/26/2001

***P10. Survey Type:**
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none")

***Attachments:** ☐None ☐Location Map ☐Sketch Map ☒Continuation Sheet ☒Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (list)

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Primary # ________
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Trinomial ________

Page 2 **of** 5 **Resource Name or #** Irish Hill

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

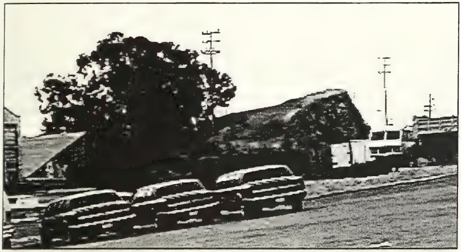

Photo 2
View southeast from Illinois and 20th Streets. This view shows the natural slope of the Northern portion of Irish Hill as well as the quarried southern edge. The material was used as Bay fill. 4/26/2001

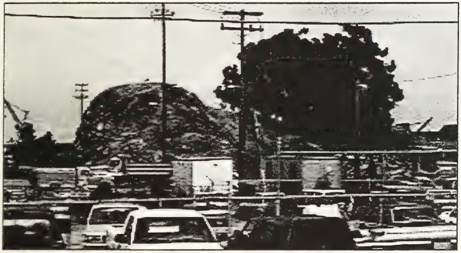

Photo 3
View north from block 4174, 22nd Street in foreground between Illinois and Michigan Streets. 4/26/2001

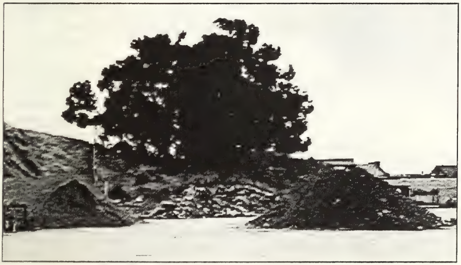

Photo 4
View east from Michigan Street. 4/26/2001

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HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 **of** 5
***NRHP Status Code** 3D

***Resource Name or #** Irish Hill

B1. Historic name: Potrero Point
B2. Common name: Irish Hill
B3. Original Use: Street (unopened) and building lots B4. Present use: Open space
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The 1886 Sanborn Map shows a mixture of residential building types on the hill. There are single-family dwellings, groups of flats and back yard sheds. None of the streets are graded, however; there is water service to most of the dwellings. The 1886 Sanborn Map also shows 26 dwellings or boarding houses in block 4110. There are two dwellings in block 4112. Block 4119 is vacant. There are 32 dwellings and a number of stores in block 4120. Block 4121 contains 26 dwellings, one store and two stables. Each residential block contains a number of sheds. (see continuation sheet page 5)

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** n/a **Original Location:** n/a
***B8. Related Features:** none
B9a. Architect: N/A b. Builder: N/A

***B10. Significance: Theme** Industrial Development and Settlement **Area** San Francisco's Central Waterfront
Period of Significance 1854-1948 **Property Type** Landscape **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity)

Irish Hill, historically a small residential enclave of eight blocks was located between Illinois, Maryland, 20th and Humboldt Streets. Over the past 100 years, the hill has been reduced in size to the extent that only a "T" shaped portion remains. The remaining portion is located within three areas: the unopened Michigan Street, Assessor's block 4111 and block 4120. Irish Hill represents two major significant themes. First, it represents the extent to which industry has made the land in the survey area conform to its needs through a system of quarrying and filling in of the San Francisco Bay -- primarily at the Union Iron Works site located to the north . Further, gravel and soil taken from Irish Hill over the years was also used as fill material for the reclamation of land from the Bay at Islais Creek Basin and Mission Bay. Second, Irish Hill represents the last testament of an entire residential neighborhood. Irish Hill was by all accounts a solid working-class district comprised mostly of single, Irish male immigrants. According to the 1880 U.S. Census schedules, almost exclusively, Irish immigrants of low economic status inhabited Irish Hill. Most were single men who worked as unskilled or semi-skilled laborers at Pacific Rolling Mills located to the east. The prevalence of residential hotels and saloons in Irish Hill reflected both the economic and transient nature of the area.

This site contributes to a potential National Register historic district as it relates to the development of the Central Waterfront as a mixed industrial and residential area, 1854 to 1948. This site has been individually evaluated as potentially eligible for the California Register as an important remnant of the former topography. The remaining portion of Irish Hill retains integrity of location, materials and association, but lacks integrity of feeling and setting.

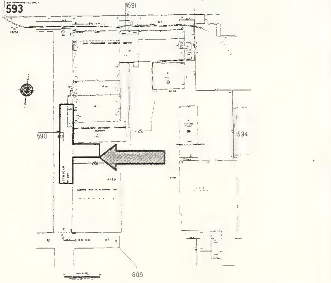
B11. Additional Resource Attributes: (List attributes and codes)
AP 12 Quarry, AH1 Unknown

***B12. References:**
Sanborn maps 1886, 1900, 1915, 1920, 1998, Bethlehem Steel General Plan (1957), Todd Shipyards General Plan (1983), aerial photographs: 1948, 1959, 1964, and 2000. WPA land use map 1941
B13. Remarks:

***B14. Evaluator:**
Tim Kelley, historian, Central Waterfront Survey Advisory Committee
***Date of Evaluation:**
July 20, 2001

(This space reserved for official comments.)

Sketch Map (see also photo 5, page 4)



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Primary #
HRI #
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Page 4 of 5 **Resource Name or #** Irish Hill

***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

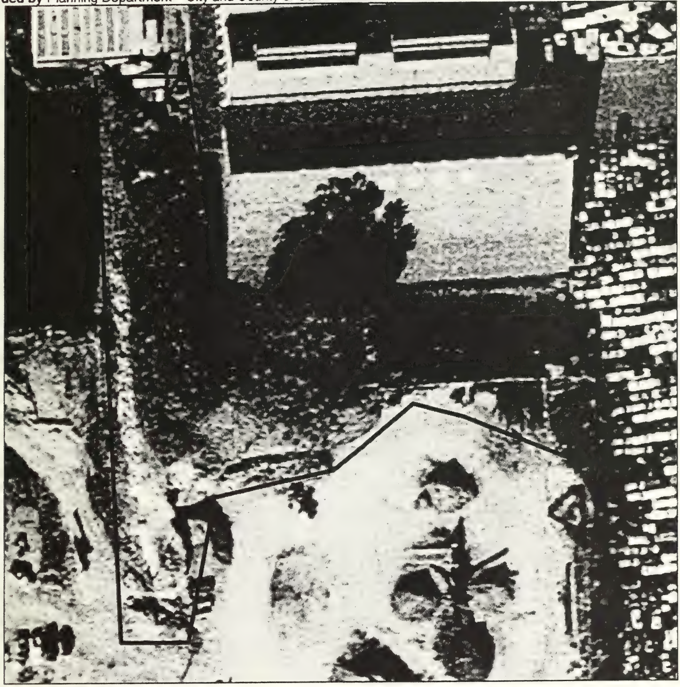

Photo 5. Planning Department, 2000

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Page 5 **of** 5 **Resource Name or #** Irish Hill
***Recorded by** Planning Department – City and County of San Francisco ***Date** ☒ Continuation ☐ Update

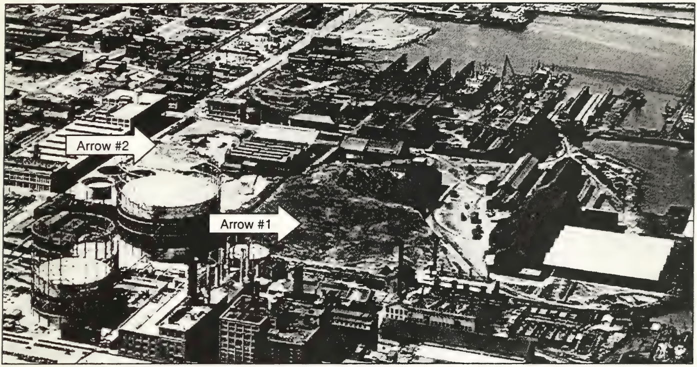


Photo 6. Irish Hill c. 1929-1934. Planning Department Photo. Note the large section of Irish Hill identified by Arrow #1, which was cleared for commercial development by 1941. Arrow #2 identifies what remains of Irish Hill today.

***B6. Construction History: (continued)** The 1900 Sanborn Map shows 24 buildings in block 4110 plus a new street called Lena Place. There are 17 buildings in block 4121, seven in block 4120, 10 in block 4119, three in block 4112 and seven in block 4118. The building types include dwellings, boarding and lodging with dining rooms -- mostly in block 4110. The block also featured flats, a saloon, sheds and a hen yard. The 1915 Sanborn Map shows 24 buildings in block 4110 plus the street Lena Place, but many of the buildings are vacant. Other blocks with buildings include: nine in block 4121, three in block 4175 and 10 in block 4120. The rest of the hill is vacant. Dwellings, flats, tenements, dining rooms, bars, saloons and a French laundry represent the building types found in the neighborhood. The 1920 Sanborn Map shows two houses left in block 4121, eight houses in block 4175 and seven houses in block 4120. The c. 1930 aerial photograph shows an Irish Hill void of all structures. By 1948, the hill achieves its current form.

Appendix B:

Central Waterfront Historic Resource Survey -- NR Status Code Matrix

Central Waterfront NR Status Code Matrix

Other Id (Map #)	Block	Lot	Prop. Type	Address	NRHP
1	3941	n/a	Indust.	Boat Repair/Storage	3B
2	3941	n/a	Indust.	Pier 66 Boatyard Office	5S3
3	3941		Indust.	555 Illinois Street	5S3
4	3942	002/003	Indust.	420 17th Street	6Z1
5	3943	3	Mixed Use	1830 3rd St.	4D2
6	3944	4	Indust.	701 16th Street	6Z1
7	3992	2	Indust.	1900 3rd St.	4D2
8	3994	2	Indust.	2085 3rd St.	4D2
9	3994	3	Indust./Comm.	550 18th Street	4D2
10	3994	3	Indust./Comm.	2075 Third Street	4D2
11	3994	001b	Comm.	2065 3rd St.	6Z1
12	3994	001c	Indust./Comm.	2051 3rd St.	5S3
13	3995	7	Mixed Use	2092 3rd St.	4D2
14	3995	15	Indust.	603 Tennessee St.	5S3
15	3996	4	Res.	670-674 Tennessee St.	5N
16	3996	5	Res.	674-682 Tennessee St.	5N
17	3996	6	Comm.	690 Tennessee St.	5S3
18	3996	015/018	Indust.	501-555 Minnesota St.	4D2
19	3997	3	Indust.	590 Minnesota St.	5S3
20	3998	017/018	Indust.	580-598 Indiana St.	4D2
21	4042	2	Indust.	California Canneries Company Bldg	3D
22	4043	13	Indust.	725 18th St.	4D2
23	4043	16	Indust.	695 Minnesota St.	5D1
24	4043	012a	Mixed Use	601-645 Minnesota St.	6Z1
25	4044	2	Indust.	721 Tennessee St.	6Z1
26	4044	3	Comm.	2146-8 3rd St.	4D2
27	4044	4	Mixed Use	2150-52 3rd St.	4D2
28	4044	002a	Indust.	2130 Third Street	4D2
29	4045	2	Indust.	2121 3rd St.	4D2
30	4046		Indust.	Bldg #101, 548 20th St.	3B
31	4046		Indust.	Bldg #102, 460 20th St.	3B
32	4046	1	Indust.	Bldg #122, SF Yard	3D
33	4046		Indust.	Bldg #104, 420 20th St.	3B
34	4046		Indust.	Bldg #105, SF Yard	3D
35	4111		Indust.	Bldgs #113, 114, SF Yard	3B
36	4111		Indust.	Bldg #115, 116, SF Yard	3D

Central Waterfront NR Status Code Matrix

Other Id (Map #)	Block	Lot	Prop. Type	Address	NRHP
37	4111		Indust.	Bldg #117, SF Yard	3D
38	4052		Indust.	Building #21, SF Yard	3B
39	4046		Indust.	Bldg #111, 46, SF Yard	3D
40	4046		Indust.	Bldg #38, SF Yard	3D
41	4046		Indust.	Bldgs #109, #52, SF Yard	3D
42	4046		Indust.	Bldg #108, SF Yard	3D
43	4046		Indust.	Bldg #119, SF Yard	3D
44	4046		Indust.	Bldg #110, SF Yard	3D
45	4046		Indust.	Bldg #103, SF Yard	3D
46	4046	1	Indust.	Bldg #107, SF Yard	4D5
47	4046		Indust.	Bldg #40, SF Yard	3D
48	4052		Indust.	Bldg #2, SF Yard	3D
49	4052		Indust.	Bldg #11, SF Yard	3D
50	4052		Indust.	Bldg #6, SF Yard	3D
51	4052		Indust.	Bldg #12, SF Yard	3D
52	4046		Indust.	Bldg #36, SF Yard	3D
53	4052		Indust.	Bldg #19, SF Yard	3D
54	4052		Indust.	Bldg #14, SF Yard	3D
55	4046	1	Indust.	Bldg #120, SF Yard	3D
56	4046	1	Indust.	Bldg #50, SF Yard	3D
57	4046	1	Indust.	Bldg #30, SF Yard	4D5
58	4046	1	Indust.	Bldg #121, SF Yard	3D
59	4046	1	Indust.	Bldg #49, SF Yard	4D5
60	4052	1	Indust.	Bldg #66, SF Yard	4D5
61	4052	1	Indust.	Bldg #16, SF Yard	3D
62	4052	1	Indust.	Bldg #32, SF Yard	3D
63	4052	1	Indust.	Bldg #25, SF Yard	3D
64	4052	1	Indust.	Bldg #15, SF Yard	3D
65	4111	1	Indust.	Bldg #23; SF Yard	3D
66	4111		Indust.	Bldg #29; SF Yard	4D5
67	4111		Indust.	Bldg #24; SF Yard	6Z1
68	9900	1	Indust.	Fire Station	6Z1
69	9900	70	Indust.	Bldg #64	4D5
70	4046	1	Indust.	Crane Support	6Z1
71	4046	1	Indust.	Slip #4 & Cranes, Pier 70, SF Yard	4D2
72	9900	68	Indust.	Pier 68 (Piers)	4D5-7

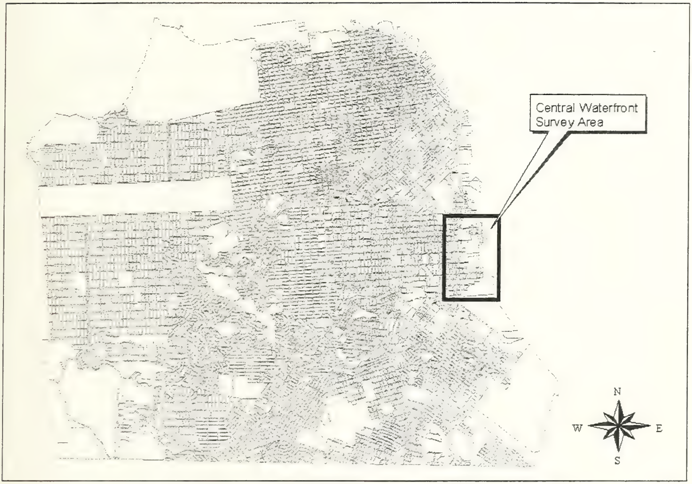
Central Waterfront NR Status Code Matrix

Other Id (Map #)	Block	Lot	Prop. Type	Address	NRHP
73	9900	68	Indust.	Pier 68 (Slips)	6Z1
74	9900	70	Indust.	Pier 70 (Piers)	6Z1-7
75	9900	70	Indust.	Pier 70 (Slips)	6Z1
76	4046		Indust.	Bldg #123, SF Yard	3D
77	4058	5	Mixed Use	2289-2295 3rd	4D2
78	4058	9	Indust.	2201-2203 Third St.	4D2
79	4058	10	Indust.	2225 Third St.	4D2
80	4058	10	Indust.	2255 Third St.	4D2
81	4059	9	Comm.	2290 Third St.	4D2
82	4059	001A, 001B	Indust.	815-825 Tennessee St.	4D2
83	4059	001C	Comm.	2230 Third St.	5S3
84	4059	002B	Comm.	724-728 20th St.	6Z1
85	4105	9	Indust.	800 Indiana St.	5S3
86	4108	3	Comm.	2350 Third St.	4D2
87	4108	003A	Res.	2342-2344 Third St.	4D2
88	4108	003B	Mixed Use	2368 Third St.	5N
89	4108	003D	Res.	2476-2478 Third St.	4D2
90	4108	003F	Comm.	2420 Third St.	4D2
91	4108	003J	Indust.	2440 Third St.	4D2
92	4108	003M	Indust.	2430 Third St.	6Z1
93	4108	003N	Indust.	2472 Third St.	6Z1
94	4108	003O	Comm.	2400 Third St.	4D2
95	4108	003R	Comm.	2360-2364 Third St.	4D2
96	4109	1	Indust.	American Can Company	3B
97	4172	3	Mixed Use	2518-2520 Third St.	3D
98	4172	4	Mixed Use	2524-2526 Third St.	5N
99	4172	5	Comm.	2530 Third St.	5S3
100	4172	7	Mixed Use	2542-2544 Third St.	5S3
101	4172	15	Comm.	2604-2608 Third St.	6Z1
102	4172	16	Indust.	2620 Third St.	4D2
103	4172	18	Comm.	2624-2626 Third St.	4D2
104	4172	19	Mixed Use	2628-2632 Third St.	4D2
105	4172	20	Res.	2636-2638 Third St.	3B
106	4172	21	Res.	2642-2646 Third St.	6Z1
107	4173	1	Indust.	American Can Company Southern Ext.	4S1
108	4227	31	Indust.	1270 Indiana St.	5N

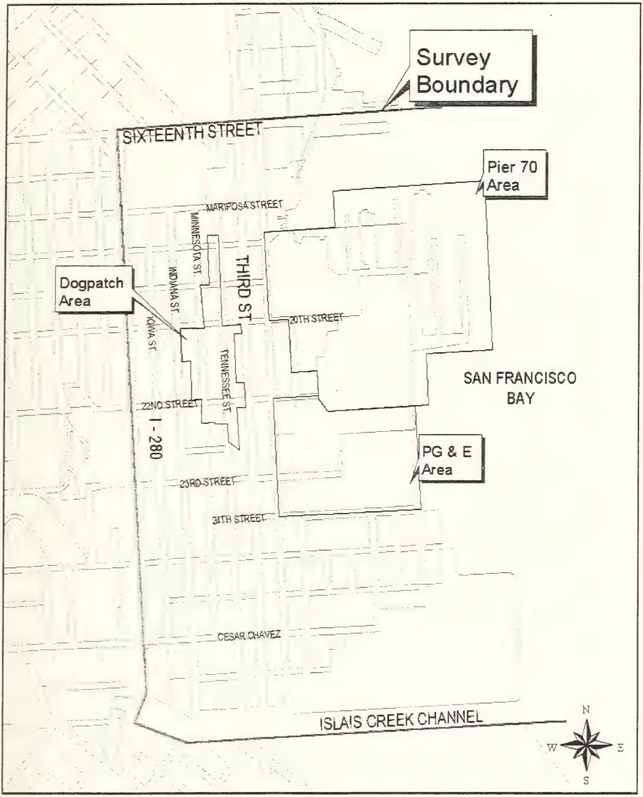
Central Waterfront NR Status Code Matrix

Other Id (Map #)	Block	Lot	Prop. Type	Address	NRHP
109	4228	10	Indust.	1280 Minnesota St.	6Z1
110	4229	2	Indust.	1201 Minnesota St.	6Z1
111	4229	2	Indust.	1225 Minnesota St.	6Z1
112	4229	3	Indust.	1237 Minnesota St.	5N
113	4229	4	Indust.	1275 Minnesota St.	4D2
114	4231	2	Indust.	1300 Illinois Street	4D2
115	4241	002, 003, 004	Indust.	1215-1275 Michigan St.	6Z1
116	4244	4	Indust.	W.C. Thompson Garage, Wash Rack, & Loading Dock	5N
117	4244	003, 004	Indust.	W.C. Thompson Bldgs.	5N
118	4245	1	Indust./Comm.	2833 3rd St.	6Z1
119	4245	2	Indust.	Eisele & Dondeno Marble Mill	5N
120	4246	1	Indust.	George R. Nelson Lumber Company	5N
121	4247	2	Indust.	1000 25th St.	4D2
122	4296	5	Comm.	West Coast Fast Freight	6Z1
123	4310	3	Indust.	800 Cesar Chavez St.	6Z1
124	4314	001a	Indust.	3003-3095 Third Street	4D2
125	4316	2	Indust.	1100 Cesar Chavez St.	5S3
126	4352	7	Indust.	1301 Cesar Chavez St.	6Z1
127	4353	9	Indust.	1300 Cesar Chavez St.	6Z1
128	4355	6	Indust.	3150 Third Street	6Z1
129	4357	3	Indust.	900 Marin Street	6Z1
130	4358	007, 009	Indust.	Cobbledick-Kibbe Glass Co. Warehouse & Office	6Z1
131	4377	1	Indust.	3201 3rd St.	4S1
132	4378	6	Indust.	3240 3rd St.	4D2
133	9900	84	Indust.	Pier 84 and Copra crane	4S1
134			Infrastructure	20th & Illinois Streets Paving	4D5
135			Infrastructure	23rd Street Bridge	3D
136			Infrastructure	22nd Street Bridge	3D
137			Infrastructure	Bayshore Cut-Off Tunnels No.1&2	3D
138			Objects	3rd Street Lights	4D5
139			Objects	Irish Hill	3D

Appendix C: Maps

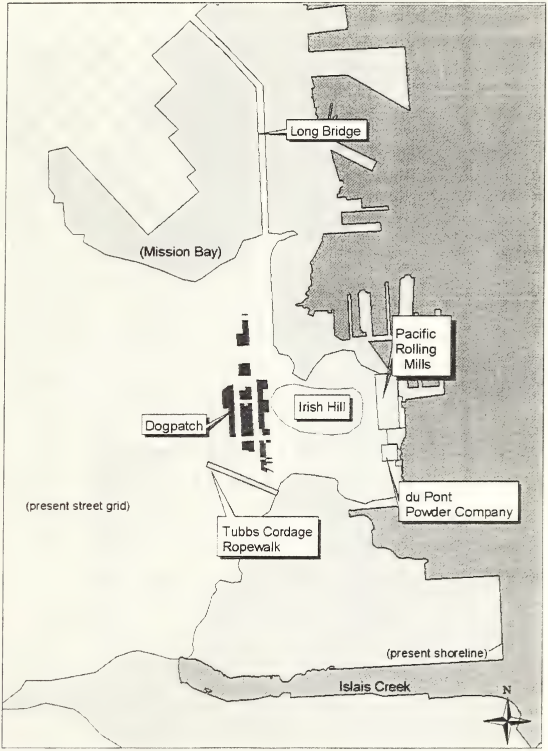

Central Waterfront
Survey Area
N
W
E
S

Map 1. City and County of San Francisco and the Central Waterfront Survey Area.


Survey Boundary
SIXTEENTH STREET
Pier 70 Area
MARIPOSA STREET
MINNESOTA ST.
INDIANA ST.
THIRD ST
Dogpatch Area
IOWA ST.
20TH STREET
TENNESSEE ST.
SAN FRANCISCO BAY
22ND STREET
I - 280
PG & E Area
23RD STREET
24TH STREET
CESAR CHAVEZ
ISLAIS CREEK CHANNEL
N
W
E
S

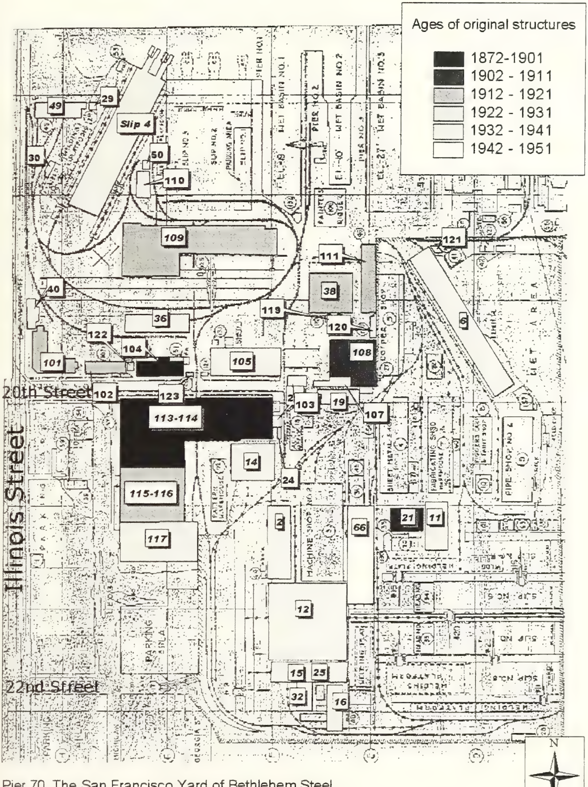
Map 2. The Central Waterfront Survey Area with boundaries, major street names and boundaries of the Dogpatch Neighborhood, the P.G. & E. area and Pier 70 / The Bethlehem Steel San Francisco Yard. For more information on the Dogpatch survey boundaries, see Appendix G.

Map 3. 1899 Sanborn Map showing Central Waterfront Survey Area.


Long Bridge
(Mission Bay)
Pacific Rolling Mills
Irish Hill
Dogpatch
(present street grid)
du Pont Powder Company
Tubbs Cordage Ropewalk
(present shoreline)
Islais Creek
N

Shoreline Map
Source: 1899 Sanborn. Locations of topographic features are approximate.

Map 4. The Bethlehem Steel San Francisco Yard, showing ages of structures and building numbers, from the Bethlehem Steel General Plan of 1957.


Ages of original structures
1872-1901
1902 - 1911
1912 - 1921
1922 - 1931
1932 - 1941
1942 - 1951
Illinois Street
20th Street
22nd Street
Slip 4
49
29
30
50
110
109
111
121
40
38
36
119
120
6
122
104
101
105
108
102
123
113-114
103
19
107
14
24
115-116
117
2
66
21
11
12
15
25
32
16
N

Pier 70, The San Francisco Yard of Bethlehem Steel
Source Bethlehem Steel General Plan of 1957

Appendix D: Station A, Potrero Power Plant, DPR 523 Forms

HISTORIC ARCHITECTURE REPORT

for

Station A, Potrero Power Plant

Prepared by

Ward Hill, Architectural Historian
3124 Octavia Street
San Francisco, CA 94123

December 1999

State of California – The Resource s Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #____________
HRI #____________
Trinomial____________
NRHP Status Code____________

Other Listings
Review Code ________ Reviewer ________ Date ______

Page 1 of 13
*Resource Name or #: Station A

P1. Other Identifier: NA
*P2. Location: Not for Publication Unrestricted X *a. County San Francisco
and (P2b and P2c or P2d. Attach a Location Map as necessary)
b. USGS 7.5' Quad San Francisco North Date 1993 T 2S; R 5W ; Unsectioned ; B.M. Mt. Diablo
c. Address 1201 Illinois Street City San Francisco Zip 94107
d. UTM: Zone ________ ;SW/; SE/; NW/ and NE/
e. Other Location Data: (e.g. parcel #, directions to resource, elevation, etc. as appropriate)

The Station A is part of a group of five industrial buildings at 1201 Illinois Street located at the northeast corner of Illinois Street and 23rd Street (APN Block 4174, Lot 3) in the southeast area (Potrero) of the City of San Francisco in the vicinity of San Francisco Bay and Islais Creek. The Station A spans the width of the block between 23rd Street to Humboldt Street.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):
The original Station A power plant consisted of primarily two long rectangular spaces divided by an interior brick wall (Figure 1, Photo 1). The exterior brick walls are reportedly 4 feet thick. The boiler room on the east was 64 feet wide and 434 feet long. A series of small shop buildings were adjacent to the east side of the boiler. West of the boiler room, the turbine or generator room was 57 feet wide and 434 feet long. The building is approximately 65 feet tall. The plant has a concrete perimeter foundation and un-reinforced brick masonry walls. The original roof structure was a gabled wooden truss. The simply detailed east façade (east wall of the boiler room) had a series of inset panels above a series of round arch windows (Photo 1). The double false front gables on the north and south facades had deeply inset, vertical, segmental arched industrial sash windows on the second and third floors (Photos 2 & 3). The segmental arched third floor windows were shorter than the second and third floor windows. A central doorway on the south façade opened into the boiler room.

*P3b. Resource Attributes: HP8
*P4. Resources present: X Building ____ Structure ____ Object ___ Site X District __ Element of District ___ Other

P5a. Photo or Drawing

SEE CONTINUATION SHEET

P5b. Description of Photo:

*P6. Date Constructed/Age and Sources: X Historic ____ Prehistoric ____ Both 1901, remodeled 1930

*P7. Owner and Address
The Southern Company
1201 Illinois Street
San Francisco, CA 94107

*P8. Recorded by: (Name, affiliation, and address) Ward Hill, Architectural Historian, 3124 Octavia Street, San Francisco, CA 94123

*P9. Date Recorded December, 1999

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation (Cite survey report and other sources, or enter none)
Historic Architecture Report, Station A, Potrero Power Plant

Attachments: ____ NONE __ Location Map ____ Sketch Map X Continuation Sheets __ Building, Structure and Object Record ___ Archaeological Record ___ District Record ____ Linear Feature Record ____ Milling Station Record _____ Rock Art Record _____ Artifact Record _____ Photograph Record _____ Other (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #__________
HRI #__________
Trinomial__________

Page 2 of 13 *Resource Name or # (assigned by recorder) Station A

*Recorded by Ward Hill *Date: December, 1999 X Continuation __Update

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*P3a. Description continued

A rectangular plan, reinforced concrete plant office is still adjacent to the building's northwest corner. A shop area was below the office. The office main entrance is on what was then known as Humboldt Street (Photos 2 & 3). The interior of the office was not accessible. A series of windows opens out from the west façade of the office. The classical temple front façade has a main gable pediment above a frieze with dentils. Gabled pediments are above the windows flanking the central entrance below a segmental arch pediment. Pilasters frame the front façade door and adjacent windows. A concrete side stairs leads up from the street to the entrance door.

The power plant has been extensively remodeled several times since its original construction in 1901. Replacing the wood truss roof with a steel truss roof was an early alteration (approximately 1911). The south and much of the west façade were extensively remodeled in 1930 (Photos 4 & 5). A new steel frame and concrete electrical switch room extended two bays out from the west façade. This major addition also covered over 50 % of the original west façade. The three-story switch room has a five course American bond brick facing with Renaissance/Baroque ornamental details, including rustication, inset panels, a molded raised base and a classical cornice with frieze (Photos 6 & 7). The south façade of the addition has pairs of industrial sash windows on each floor. The west façade of the addition is a solid brick wall except for the first floor loading dock and the second and third floor windows on the south. The interior of the switch room was not accessible. According to floor plans of the switch room on file at Station A, the addition was divided into a number of small rooms on each floor housing electrical control boards.

The original gabled south façade was totally rebuilt to match the classical details of the new addition. The horizontal cornice aligned with the addition replaced the double gables. The original narrow, deep inset windows were also larger, square industrial sash windows flush with the exterior wall. A huge addition to the roof of the boiler room was also faced with brick with classical details matching the addition. The 1930 remodeling did not include the plant's original north façade and the northern half of the west façade (Photo 3). In 1983, the boiler room and the adjacent shops (except the Gate House) were demolished. The Station A east façade visible today is the interior wall that originally divided the turbine room from the boiler room (Photo 8). The equipment joining the boilers to the turbines passed through the various openings in this wall. The north facade and part of the west facade of the turbine room (including the office on the west) are the only surviving features of the original plant's exterior.

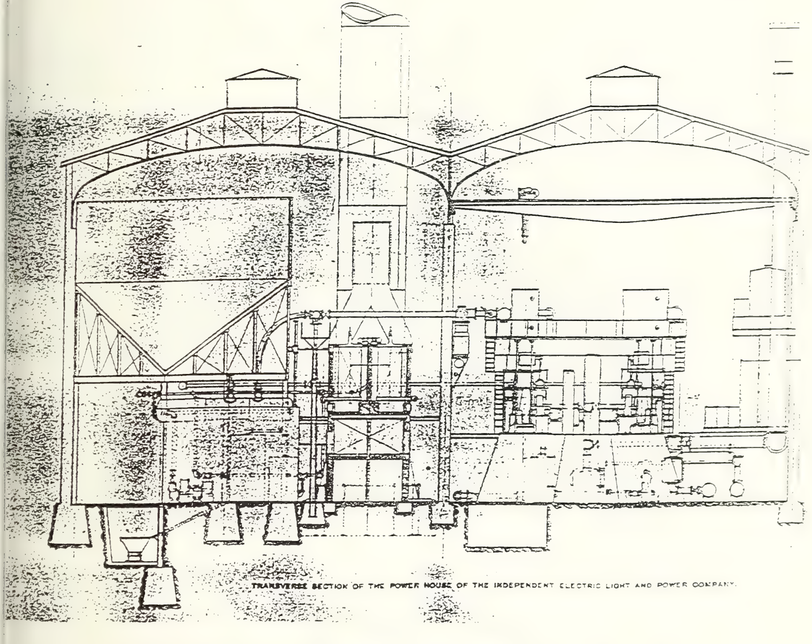
The interior of the turbine room was also extensively altered in 1930 (Photo 9 & 10). The turbine room is a large, open, free-span space with brick walls and a concrete floor. In 1930, almost two-thirds of the roof over the turbine room was rebuilt (with a new monitor) to accommodate new turbines. The roof is covered with corrugated metal. Also, a concrete second floor level (the turbine deck) and large concrete turbine pedestals at the southern half of the turbine room were also constructed. The first floor of the remodeled interior was used for condenser feed pumps serving the turbines. The original equipment was removed from the turbine room in 1983 when the plant closed.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #________________
HRI #________________
Trinomial________________

Page 3 of 13 *Resource Name or # (assigned by recorder) Station A

*Recorded by Ward Hill *Date: December, 1999 X Continuation __Update



TRANSVERSE SECTION OF THE POWER HOUSE OF THE INDEPENDENT ELECTRIC LIGHT AND POWER COMPANY.

FIGURE 1: Station A
(Source: "Independent Electric Light and Power Company,
The Journal of Electricity, Power and Gas, December, 1901, pg. 277)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 4 of 13 *Resource Name or # (assigned by recorder) Station A

*Recorded by Ward Hill *Date: December, 1999 X Continuation __Update

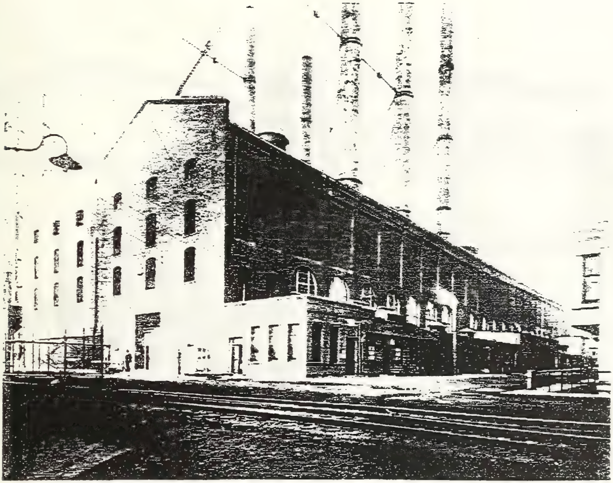


PHOTO 1: Station A
c. 1910 view from southeast
(Source: San Francisco History Center, San Francisco Public Library)

This photo may not be published without consent from the San Francisco History Center

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 5 of 13

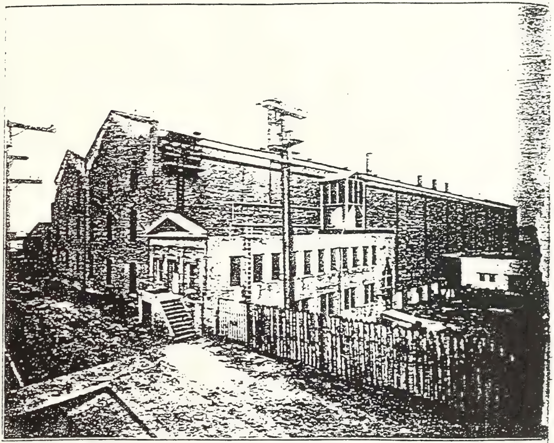
*Resource Name or # (assigned by recorder) Station A

*Recorded by Ward Hill

*Date: December, 1999

X Continuation

Update



STATION A, SAN FRANCISCO

It is at the corner of Twenty-third and Louisiana Streets and extends from Humboldt Street (sho in the foreground) south to Twenty-third Street. The smaller building is the office, with its ma entrance on Humboldt Street. The entire nearer part of the long double building contains the engi room; the further part the boiler room.

PHOTO 2: Station A
1911 view from northwest
(Source: *Pacific, Gas and Electric – Historical and Descriptive*, c. 1911)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 6 of 13

*Resource Name or # (assigned by recorder) Station A

*Recorded by Ward Hill

*Date: December, 1999

X Continuation __ Update

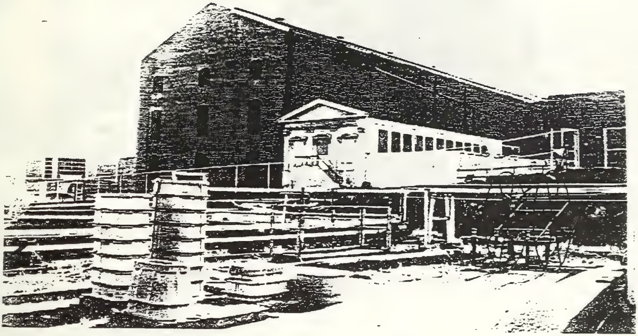


PHOTO 3: Station A
view from northeast
(extant section of 1901 Turbine Room and office)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #__________
HRI #__________
Trinomial__________

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*Resource Name or # (assigned by recorder) Station A

*Recorded by Ward Hill

*Date: December, 1999

X Continuation __ Update

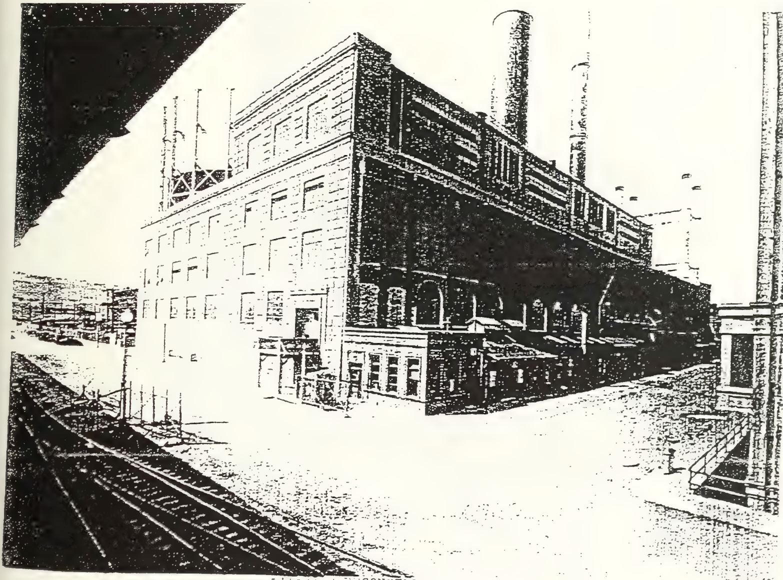

PHOTO 4: Station A
1932 view from southeast
Source: *P.G. & E Unit Cost Report on the Reconstruction of Station A, 1932*

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #__________
HRI #__________
Trinomial__________

Page 8 of 13

*Resource Name or # (assigned by recorder) Station A

*Recorded by Ward Hill

*Date: December, 1999

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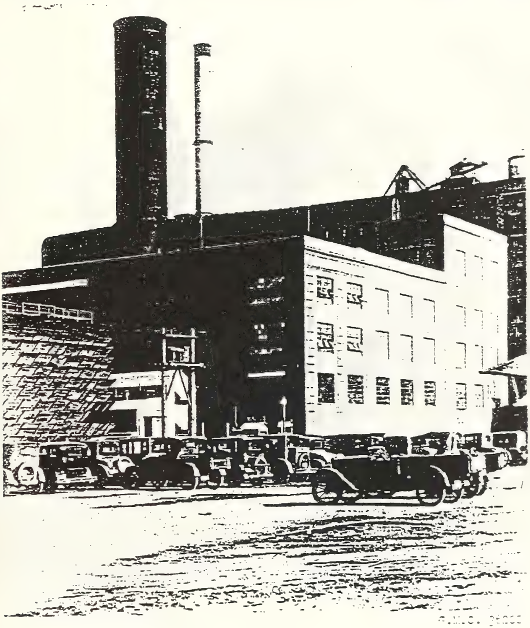


Exterior of [illegible]

PHOTO 5: Station A
1932 view from southwest
Source: *P.G. & E Unit Cost Report on the Reconstruction of Station A, 1932*

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # ____________
HRI # ____________
Trinomial ____________

Page 9 of 13

*Resource Name or # (assigned by recorder) Station A

*Recorded by Ward Hill

*Date: December 1999

X Continuation __ Update

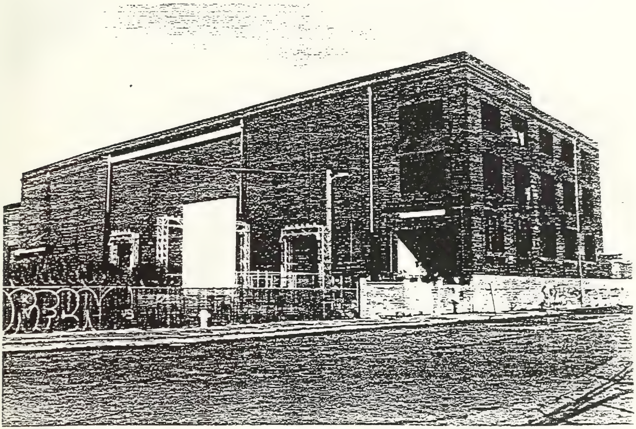


PHOTO 6: Station A
(view from southwest)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 10 of 13

*Resource Name or # (assigned by recorder) Station A

*Recorded by Ward Hill

*Date: December. 1999

X Continuation __Update

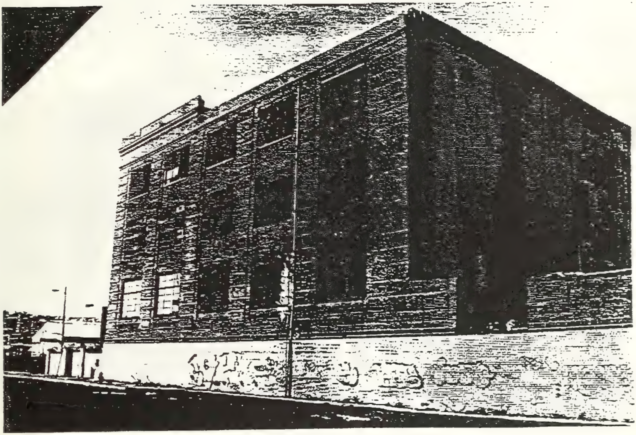


PHOTO 7: Station A
(view from southeast)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 11 of 13

*Resource Name or # (assigned by recorder) Station A

*Recorded by Ward Hill

*Date: December, 1999

X Continuation __ Update

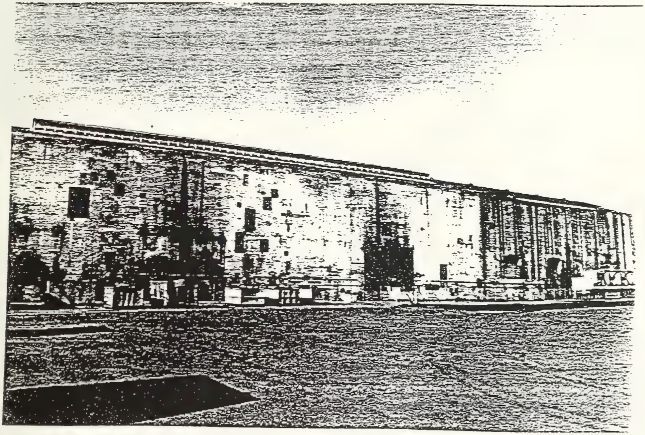


PHOTO 8: Station A
(view of east façade from southeast)

DPR 523L (1/95)

* Required Information

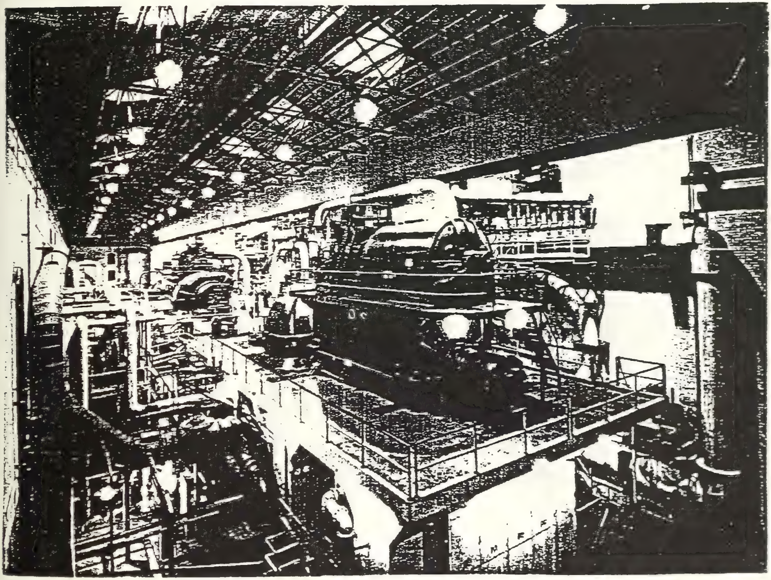
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 12 of 13

***Resource Name or #** (assigned by recorder) Station A

***Recorded by** Ward Hill ***Date:** December, 1999 X Continuation __ Update



TURBINE ROOM [illegible] 22 (LOOKING NORTH)

PHOTO 9: Station A
1932 view of Turbine Room
Source: *P.G. & E Unit Cost Report on the Reconstruction of Station A, 1932*

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code ______ Reviewer ______ Date ______

Page 1 of 10

*Resource Name or #: Station A Buildings

P1. Other Identifier: NA

*P2. Location: Not for Publication ____ Unrestricted X *a. County San Francisco
and (P2b and P2c or P2d. Attach a Location Map as necessary)

b. USGS 7.5' Quad San Francisco North Date 1993 T2S ; R5W ; Unsectioned ; B.M. Mt. Diablo

c. Address 1201 Illinois Street City San Francisco Zip 94107

d. UTM: Zone ______ ;SW/; SE/; NW/ and NE/

e. Other Location Data: (e.g. parcel #, directions to resource, elevation, etc. as appropriate)
This group of five industrial buildings (the Station A Power Plant, the Pump House, the Gate House, the Compressor House and the Meter House) at 1201 Illinois Street are located at the northeast corner of Illinois Street and 23rd Street (APN Block 4174, Lot 3) in the southeast area (Potrero) of the City of San Francisco in the vicinity of San Francisco Bay and Islais Creek. The Station A Power Plant spans the width of the block between 23rd Street and Humboldt Street.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries)
This complex of five industrial buildings - the Station A Power Plant, the Pump House, the Gate House, the Compressor House and the Meter House – located at the northeast corner of Illinois Street and 23rd Street – near the shore of San Francisco Bay. The primarily single-story buildings are on a flat site in an area of industrial and warehouse buildings. All the buildings are brick masonry structures with the exception of the Pump House, a steel frame structure covered with asbestos panels. The largest building in the complex, Station A Power Plant, spans the width of the block (435 feet) between 23rd Street and Humboldt Street.

*P3b. Resource Attributes: HP8

*P4. Resources present: X Building ____ Structure ____ Object ____ Site X District ____ Element of District ____ Other

P5a. Photo or Drawing

SEE CONTINUATION SHEET

P5b. Description of Photo:

*P6. Date Constructed/Age and Sources: X Historic ____ Prehistoric ____ Both 1901- 1930

*P7. Owner and Address
The Southern Company
1201 Illinois Street
San Francisco, CA 94107

*P8. Recorded by: (Name, affiliation, and address) Ward Hill, Architectural Historian, 3124 Octavia Street; San Francisco, CA 94123

*P9. Date Recorded December, 1999

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation (Cite survey report and other sources, or enter none)
Historic Architecture Report, Station A, Potrero Power Plant

Attachments: ____ NONE X Location Map X Sketch Map X Continuation Sheet ____ Building, Structure and Object Record ____ Archaeological Record X District Record ____ Linear Feature Record ____ Milling Station Record ____ Rock Art Record ____ Artifact Record ____ Photograph Record ____ Other (List)

* Required Information

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DISTRICT RECORD

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***Resource Name or #** (assigned by recorder) Station A Buildings

D1. Historic Name: Station A

D2. Common name: Potrero Power Station

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district):

This complex of five industrial buildings – the Station A Power Plant, the Pump House, the Gate House, the Compressor House and the Meter House – located at the northeast corner of Illinois Street and 23rd Street is near the shore of San Francisco Bay. The primarily single-story buildings are on a flat site in an area of industrial and warehouse buildings. All the buildings are brick masonry structures with the exception of the Pump House, a steel frame structure covered with asbestos panels. The largest building in the complex, Station A Power Plant, spans the width of the block (435 feet) between 23rd Street and Humboldt Street. The 65-foot-tall Power Plant has a large four-story steel and concrete 1930 addition on its west façade. Adjacent to and west of the Power Plant are the Meter House and the Compressor House, buildings associated with the no-longer-extant gas manufacturing plant that operated at this location. The L-shaped Compressor House, the second largest building in the complex, has Classical architectural details on the exterior like those on the west and south facades of the Power Plant. The Pump House and the Gate House are adjacent to 23rd Street east of the Power Plant. The Gate House also has simple Classical architectural details.

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements):

The boundaries of the district are approximately the Power Plant/Gate House on the east (the Pump House is sited about 150 feet east of the Power Plant), Humboldt Street on the north, Illinois Street on the west and 23rd Street on the south.

***D5. Boundary Justification:**

The buildings within the district boundaries are the only extant buildings at the Potrero Power Plant over 50 years old. The area east of the Station A Power Plant was purchased by PG&E in the 1950s. The area north of Humboldt Street has been redeveloped with new buildings in recent years.

***D6. Significance: Theme** Public Utility Development **Area** California
Period of Significance 1901-1949 **Applicable Criteria** 1 (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district.)

Competition to provide both gas and electric service was intense in San Francisco even after the largest gas electric companies had merged in 1896 to form the San Francisco Gas and Electric Company. During the turn-of-the-century period as many as eight different electrical systems and four different gas systems were competing for business and residential customers in San Francisco (Coleman 1952: 84-87). One of these competitors was the Independent power system, owned by Claus Spreckels and his sons. The Spreckels companies included the Independent Electric Light and Power Company and the Independent Gas and Power Company. No doubt Spreckels and his sons' first goal in founding these companies was to make a profit, but another reason apparently also entered into the equation.

*D7. References:

(see continuation sheet)

*D8. Evaluator: Ward Hill, Architectural Historian Date: December, 1999
Affiliation and address: 3124 Octavia Street, San Francisco, CA 94123

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*Date: December 1999

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Item P3a. continued:

The 65-foot-tall Power Plant has a large four-story steel and concrete 1930 addition on its west façade. Adjacent to and west of the Power Plant are the Meter House and the Compressor House, buildings associated with the no-longer-extant gas manufacturing plant that operated at this location. The L-shaped Compressor House, the second largest building in the complex, has Classical architectura details on the exterior like those on the west and south facades of the Power Plant. The Pump House and the Gate House are adjacent to 23rd Street east of the Power Plant.

Item B3. continued:

The coal fired boilers at the San Francisco Gas and Electric's Jessie Street and Stevenson Street steam electric generating plants produced considerable smoke near Claus Spreckels' office building on Market Street. Spreckels complained to the directors of San Francisco Gas and Electric, including the company President Joseph B. Crockett, that the smoke was damaging his building and harming his tenants. Spreckels reportedly confronted Crockett at the elite Pacific Union Club in late 1898 or early 1899, pointedly asking him: " Mr. Crockett, what are you going to do about that smoke from your powerhouses? The soot is blackening the walls of my building and filling my tenants' offices. It's a confound nuisance." Crockett was a known as a "super-club man" and refused to discuss the issue at the club, responding something like the following: "Sir, I make it a rule never to discuss business at the club. If you will take the matter up with me at my office, I shall be most happy to consider it." (Coleman 1952: 85-86). Apparently angry, Spreckels reportedly terminated the conversation, hurried back to his office and in two hours had started engineer A. M. Hunt working on plans for a new state-of-the-art electric plant to compete with San Francisco Gas and Electric (Coleman 1952: 86; Anonymous 1901:269).

The place chosen for the new plant was the Potrero district, long the location for large-scale industrial facilities. Spreckels apparently wanted the new plant close to his sugar refinery, so it was built immediately to the west on the site formerly occupied by the California Barrel Company. Completed and in operation by late 1901, this mammoth steam electric facility took up the length of an entire block, from 22nd Street (formerly Nevada Street) to Humboldt Street between Louisiana and Georgia streets (see Map 3 for a map of the plant in 1914). The December, 1901 issue of *The Journal of Electricity, Power and Gas* reported at length and in glowing terms about the new plant:

> When it was announced that the Independent Electric Light and Power Company proposed to build a giant steam plant in San Francisco, and that its engineering design and installation was to be under the sole management of Mr. A.M. Hunt, it was instantly granted that the station would be second to none in America in the absolute perfection of its steam engineering details. The completion of the plant has amply justified these predictions...it is fully representative of the latest and best American ideas in modern steam station practice. (page 269)

The original main building consisted of two long (433 feet 7 inches) contiguous spaces separated by a common longitudinal wall. The boilers were originally in the eastern half of the building and the steam engines, generators and switchboard equipment in the western half (Fowler 1923: 260). The facility's boilers were powered by California fuel oil, and the prime movers were described as follows in the December 1901 article:

> The steam units, which were built by Mcintosh, Seymour and Company of Auburn, N.Y., consist of four main engines of the cross compound vertical type with overhung cranks; the fly-wheel and the generator being between the engine frames, and two smaller units of the tandem compound vertical type for driving the exciters. These engines are now in full operation and another large unit is now in the course of erection. (page 273)

The original electrical equipment was described as follows:

> The electrical equipment of the entire system is, with a few minor exceptions, of the manufacture of the Westinghouse Electric Manufacturing Company, and the installation may be accepted as representative of the most recent ideas relative to large urban steam station practice. The conditions of electric lighting and power service existing in San Francisco...The prospective growth of the city, its scattered industrial centers, the locations of large blocks of power at widely separated points, and the ever growing probability that the steam station would be ultimately operated in conjunction with electric transmission service...all these features and many others afforded

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> no escape from the conclusion that the polyphase system of power generation, transmission and distribution was the one best suited for the service. (pages 275-276)

Therefore it was clear to observers at the time of its construction the new station was eventually going to be a part of a larger system of electrical generation, transmission and distribution and that the polyphase, alternating-current system (also called the "universal" system) pioneered by the Westinghouse Company and allied inventors like Nikola Tesla would be supreme in the developing system (Hughes 1983: 111-135).

Mergers 1903 - 1905

The new electric plant, along with the independent gas plant established at about the same time, attracted their share of customers, putting pressure on the San Francisco Gas and Electric Company. The directors of the latter company tried and failed to purchase the still developing plants from Spreckels as early as 1901. It was only following the resignation of Joseph B. Crockett and a drastic overhauling of the San Francisco Gas and Electric's board of directors (five new members were added), that the company was successful in purchasing the Spreckels properties in 1903. Spreckels did well; he reportedly made a profit of over $1.2 million on the deal and Crockett was ousted. Spreckels no doubt felt this adequate recompense for Crockett's slight and the smoke which had bothered his tenants (Coleman 1952: 88-90). Now the large and modern Potrero steam electric plant was part of the San Francisco Gas and Electric Company.

Following the 1903 consolidation there were two main gas and electric combines in Northern and Central California. The first of these was the California Gas and Electric Company, whose strength was hydroelectric generation and transmission and whose weaknesses were a lack of steam operated power sources and urban markets. The second was the San Francisco Gas and Electric Company, whose weakness was a lack of inexpensive hydroelectric power and whose strengths were gas service, steam operated power sources and access to the great San Francisco market. It was logical for the leaders of these two big corporations to discuss merging to strengthen each other. In October, 1905 Pacific Gas and Electric Company (PG&E) was created (Coleman 1952: 228-229). This consolidation brought the Potrero steam plant, soon known as Station A, into the company which would operate it for the next 70 years.

The Operation of Station A

With an immense but sometimes uncertain supply of relatively inexpensive hydroelectric power available, PG&E's early practice was to use hydroelectric energy for its base load and steam electric plant power to complement the hydroelectric power sources by carrying peak loads when demand jumped. Droughts and winter freezes could also create circumstances under which the steam electric plants would be used more. Since Station A was the biggest steam plant in the PG&E system, it played a key role in this complementary relationship between hydroelectric and steam power. Due to its central role, its equipment was frequently upgraded and productive capacity expanded. During the Spreckels years, the plant had a 8,000 kilovolt - amperes (kva.) capacity and this was increased to 18,000 kva. when the San Francisco Gas and Electric Company took over the plant in 1903 (Fowler 1923: 259-260). In 1910 the process of replacing the old reciprocating engines by more modern turbo-generators began. With three large new turbo-generators in place, capacity jumped to 42,000 kva. by fall 1913. From 1903 until late 1913 Station A was the largest steam plant west of the Rocky Mountains (Federal Power Commission 1935, 1941). The capacity of the Long Beach steam plant of Southern California Edison (put into operation in August 1911), surpassed Station A's in March 1914 after a huge expansion to serve the rapidly growing Los Angeles market (Fowler 1923: 262, 672, 676-681).

A 1915 report described how Station A operated:

> The San Francisco plant operates continuously and is of sufficient size to carry the entire San Francisco load. It is normally operated in parallel with the transmission system and a certain number of boilers are kept standing by ready to pick up the amount of load received in San Francisco from the transmission system...In case of trouble on the transmission system the entire city load would be immediately thrown on the steam station, which means that during the day the load may jump instantaneously from approximately 14,000 to 26,000 kilowatts, and during the evening peak the load may jump from 34,000 to 42,000 kilowatts. It is, therefore, essential to keep enough boilers with steam up and cut-in on the line, to instantly pick up this additional load (Delany 1915: 497-498).

By this point in time the full integration of a regional system of power generation, transmission and distribution was complete. PG&E owned and operated the largest such system on the Pacific Coast and ranked among America's largest utilities, with 36 percent of the electric and gas business of California (Hughes 1983: 278). Station A was one of the centerpieces of this integrated system.

Manufactured Gas and Natural Gas

Before natural gas was available, utility companies manufactured gas from oil or coal. The City Gas Company founded the first gas plant in the Potrero area in 1872. San Francisco Gas and Electric took over this plant in 1897. After the 1905 merger, PG&E took over the San Francisco Gas and Electric Potrero gas manufacturing facility. The Potrero gas plant was primarily on the parcel north of the Station A power plant. The 1906 earthquake and fire destroyed all the gas plants in San Francisco, except the Potrero plant and the Beach Street plant in Marina. Since it survived with minor damage, the Potrero plant was expanded during the years after 1906 as the city rebuilt. PG&E built the Meter House for the gas plant in about 1913-1914 in response to the increase demand for gas. This building is shown as a Meter House on the 1915 Sanborn Fire Insurance Map. Built in 1924 adjacent to the Meter House, the Compressor House stored the compressors that maintained pressure in the gas lines.

Since manufactured gas was quite expensive, it was used primarily for cooking and industrial uses, and not for home heating. In the early twentieth century, coal or wood was still primarily used for home heating. PG&E was not able to provide natural gas in the Bay Area until 1929 because the lack of an economical local source. The discovery of large natural gas reserves in Southern California and the development of large steel pipe to transport the gas led to the construction of a system of gas pipelines from Southern California to the Bay Area in 1929. PG&E revamped their entire gas system to supply inexpensive natural gas to Bay Area households and businesses. After 1929, PG&E retained only four full-time gas plants, primarily in more remote rural areas. Of 21 gas plants operating in 1929, the rest were either immediately retired (8) or utilized for standby service (9) (Coleman 1952:303-304). The Potrero gas plant remained on standby service until 1960, then was later demolished. As the sources of natural gas have expanded in California since 1960, natural gas has completely replaced manufactured gas in the PG&E system.
The Potrero Meter House and Compressor House continued to be used as part of the natural gas distribution system. These buildings were apparently used for storage after PG&E moved its gas distribution to Shotwell Street in San Francisco.

1930 Reconstruction of Station A

The arrival of natural gas brought a big change in the operation of Station A in 1930. The availability of inexpensive natural gas allowed steam power to become relatively more important than hydroelectric power. The most favorable sites for the latter form of power had already been developed, and the droughts of the 1920s had cut down on hydroelectric generation. The result was an increase in steam plant expansions, including Station A. As *Electrical West* reported:

> Two features stand out prominently in connection with two of the three major steam-electric developments now well underway on the Pacific Coast. One of these is the addition of the second 100,000-kva. single-unit steam generator at the Long Beach No. 3 plant of the Southern California Edison Company, bringing the capacity of that plant up to 200,000 kva. and the capacity of the Long Beach group of plants up to more than 400,000 kva. The second noteworthy factor is the high-pressure plant that the Pacific Gas and Electric Company is making out of its station "A" in San Francisco where the two new 50,000-kw. units are to operate on 1,200-lb. steam. Thus the rebuilt plant will be the highest pressure plant on the Pacific Coast, and one of the highest pressure commercial steam-electric generating plants in the entire country (Anonymous 1930: 68).

In 1930, the west and south facades of Station A were rebuilt with a new classical Renaissance designed brick façade. The PG&E engineering department designed the $ 7,000,000 remodeling of Station A. Reportedly, as many as 500 men worked on the reconstruction. The reconstruction included a four-story, steel and concrete addition to the west side of the original building, a huge addition housing boiler room ventilation equipment, and extensive interior alterations to accommodate new equipment in the boiler and turbine rooms. By the early 1940s Station A had been expanded to 130,000 kw. capacity, second in size west of the Rocky Mountains only to the Long Beach plant (Railroad Commission of the State of California 1944; Federal Power Commission 1941).

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*Date: _December, 1999_
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Steam Power Plants after World War II

In the 1950s, revolutionary advances in the design of steam power plants lead to the production of electrical power with greater efficiency. The new steam plant design was semi-outdoor architecture without an enclosed building for the turbine generator units. The large addition to Hunters Point Plant was designed in the new open design. The 1954 Pittsburg, California outdoor type plant produced 600,000, the largest output in California. Modern steam plants were also built in Antioch and Moss Landing in the 1950s.

Once the old California Sugar Refinery property was shut down and dismantled during the early 1950s, the area to the east of Station A was used for the expansion of steam electric operations (Anonymous, 1950: 22; Sanborn Map Company 1975). A new steam plant (known as Unit 3) was constructed on what was the refinery property in 1965 . Three distillate- fueled units were added near Unit 3 in 1976. The new steam plant has a considerably larger and more efficient boiler. The plant open design cools the boilers more efficiently. Station A continued to operate with Unit 3 until 1983, when it was removed from service.

The outdated turbines were removed and the boiler room was demolished (the boilers were salvaged) (Key 1999). PG&E had electrical distributors operating in the Station A switch room until the late 1980s. The plant has been vacant since the late 1980s. After operating the Potrero Power Plant for over 90 years, PG&E sold the plant to the Southern Company in 1998.

Evaluation

The Power Plant and related Buildings

Station A and the adjacent four buildings have not been previously evaluated for National or California Register eligibility. The Gate House and the Pump House are buildings related to the operation of the power plant. Station A provided most of the electrical power for the City of San Francisco from 1901 to 1915, and the plant was widely recognized as one of the largest steam generated power plants in the Western United States. The extensive remodeling of the plant in 1930 further established its importance in providing electrical power in Northern California. The plant consequently appears to be significant at a local level under California Register Criterion 1 because of its importance in the history of the electrical power industry, with a period of significance from 1901 to 1949.

Although the plant appears significant under California Register Criterion 1, its historic integrity was severely compromised when the boiler room and the adjacent shops were demolished. The boiler room played an essential role in the process of producing electricity at the plant, thus it was a significant part of defining the historic use of the building. Given its huge size (63 by 434 feet) and the significant equipment it housed, the boiler room was a significant "character-defining" feature of the building's original design. The long rectangular shaped boiler and turbine rooms (plus the small office on the west) comprised the original 1901 plant, historically the most significant section of the building. The 1983 demolition of the boiler room removed over 50 percent of the original historic plant. Today, the only extant exterior walls of 1901 plant are the north wall of the turbine room and part of the west façade. The other exterior walls have been either demolished or were extensively remodeled in 1930. The 1930 alterations do not appear to have diminished the plant's integrity since they are over 50 years old and now appear to be significant as part of the plant's growth and evolution. However, the loss of the boiler room has particularly compromised the plant's integrity of design, materials, feeling and association. If the boiler room were extant today, the plant would appear to be eligible for the California Register.

If the plant retained a higher level of integrity, it would have also appeared to be eligible under California Register Criterion C as a major example of an early twentieth century stream powered electrical plant in Northern California. The surviving plant, which primarily dates from the 1930 remodeling, does not appear to be architecturally significant or significant in the history of building technology. Although potentially significant because of its association with Claus Spreckels, Station A does not appear to have strong associations with Spreckels because of the brief period of his ownership of the plant and the many alterations to the plant subsequent to his ownership. Consequently, the Station A does not appear to be eligible under California Register Criterion B.

The Gate House is a small, brick masonry office originally attached at the southeast corner of Station A's boiler room. When the boiler room was demolished, the Gate House became a freestanding structure. The Pump House housed equipment for pumping water to the power plant. These buildings do not appear to be individually significant under California Register Criteria 1, 2 or 3, and thus do not appear to be eligible for the California Register.

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The Meter House and Compressor House

The Meter House and Compressor House were part of the complex of gas manufacturing buildings north of Station A. The large gas plant and related buildings were demolished by the 1960s. The gas storage tanks have been removed in more recent years after the gas distribution operation moved. From 1850 to 1930, Northern California depended entirely on manufactured gas for its gas supply. Consequently, manufactured gas played a critical role in the region's development for eighty years. As the supply of cleaner and less expensive natural gas increased after 1930, the plants for manufacturing gas were eventually eliminated.

The Meter House and Compressor House appear to be individually significant under California Register Criterion 1 because they are likely the only extant buildings remaining in the PG&E system associated with the pre-1930 gas manufacturing period. Both buildings retain a very high level of historic integrity. The only modern alterations to the two buildings are roll-up metal doors. In conclusion, the Meter House and the Compressor House appear to be eligible for the California Register under California Register Criterion 1 at a local level of significance. The period of significance for the Meter House is 1914-1930 and 1924-1930 for the Compressor House. The Meter House and the Compressor House do not appear to be exceptional examples of early twentieth century San Francisco industrial architecture, thus they do not appear to eligible under California Register Criterion 3.

*D7. References continued:

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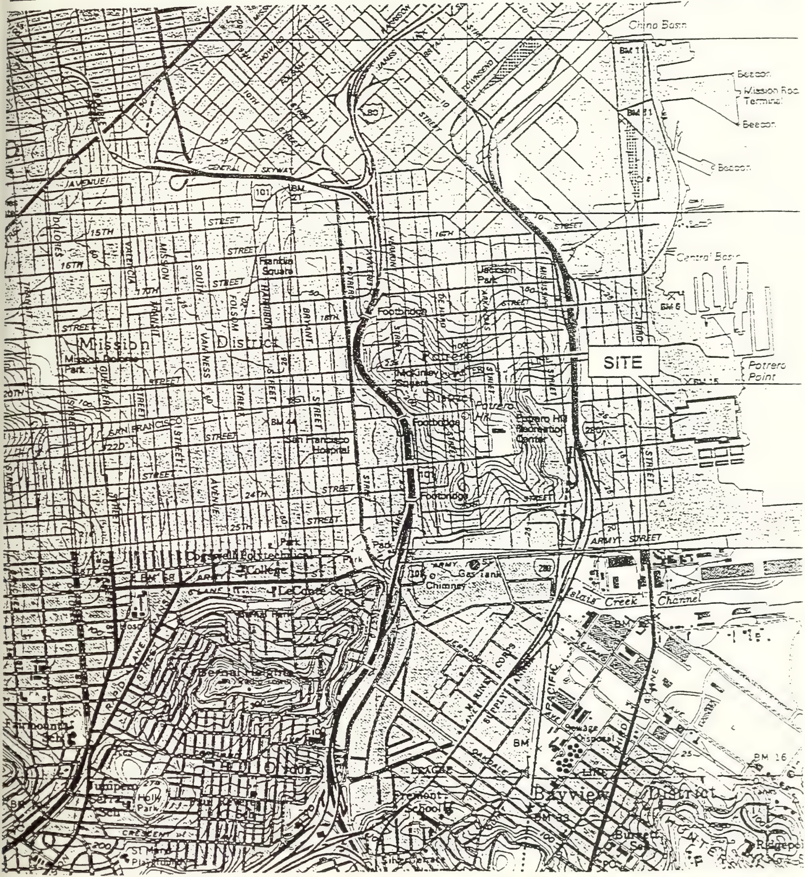
*Drawn By U.S.G.S. San Francisco North Quad

*Date: December, 1999


China Basin
Beacon
Mission Rock Terminal
Beacon
Beacon
Central Basin
SITE
Potrero Point
BM 11
BM 21
BM 6
BM 15
BM 16
Townsend
10th Street
16th Street
Mission District
Mission Dolores Park
Franklin Square
Jackson Park
Potrero
McKinley Square
Potrero Hill
Potrero Hill Recreation Center
San Francisco Hospital
Footbridge
Footbridge
Footbridge
Army Street
Islais Creek Channel
Gas tank
Chimney
College
Bernal Heights
Holly Park
Fremont School
Sewage Disposal
Bayview District
Central Skyway
101
280
80

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SKETCH MAP

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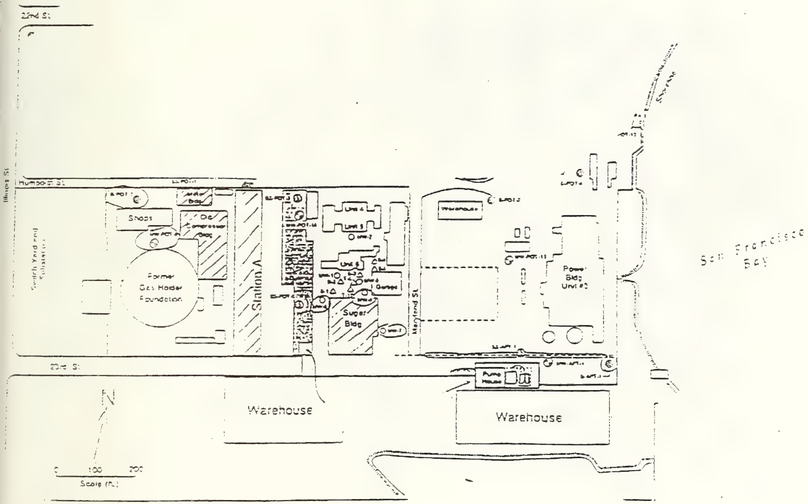
*Drawn By NA *Date: December, 1999



22nd St.
Illinois St.
Humboldt St.
Switch Yard and Substation
Shops
Boiler Bldg
Oil Compressor Bldg
Former Gas Holder Foundation
Station A
Unit 4
Unit 5
Unit 6
Garage
Sugar Bldg
Maryland St.
Warehouse
Power Bldg Unit #3
Pump House
23rd St.
Warehouse
Warehouse
San Francisco Bay
N
0 100 200
Scale (ft.)

* Required information

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Trinomial__________
NRHP Status Code__________

Other Listings
Review Code ________ Reviewer ________ Date______

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*Resource Name or #: Gate House, Station A

P1. Other Identifier: NA
*P2. Location: Not for Publication Unrestricted X *a. County San Francisco
and (P2b and P2c or P2d. Attach a Location Map as necessary)
b. USGS 7.5' Quad San Francisco North Date 1993 T 2S ;R 5W ; Unsectioned ; B.M. Mt. Diablo
c. Address 1201 Illinois Street City San Francisco Zip 94107
d. UTM: Zone _______ ;SW/; SE/; NW/ and NE/
e. Other Location Data: (e.g. parcel #, directions to resource, elevation, etc. as appropriate)
The Gate House is part of a group of five industrial buildings at 1201 Illinois Street located at the northeast corner of Illinois Street and 23rd Street (APN Block 4174, Lot 3) in the southeast area (Potrero) of the City of San Francisco in the vicinity of San Francisco Bay and Islais Creek. The Gate House is near 23rd Street and just east of the Station A power plant.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):
A small, rectangular plan, brick masonry building, the Gate House was originally attached to the east wall of the power plant's boiler room (Photo 1; see Station A Primary Record, Photo 4). The Gate House became a freestanding structure after the boiler room was demolished in 1983. Part of the boiler room's exterior wall is still visible, attached at the rear of the Gate House. A plant shop was adjacent to the north façade of the Gate House. The front façade of the Gate House has a classical cornice with a frieze and a base delineated with brick headers. Molded brick frames the two wood-sash, double-hung windows and the adjacent entrance door on the right side of the front façade. The Gate House has three windows on the south façade. The interior of the Gate House was not accessible.

*P3b. Resource Attributes: HP8
*P4. Resources present: X Building ____ Structure ____ Object ____ Site X District ____ Element of District ____ Other

P5a. Photo or Drawing

SEE CONTINUATION SHEET

P5b. Description of Photo:

*P6. Date Constructed/Age and Sources: X Historic ____ Prehistoric ____ Both 1901

*P7. Owner and Address
The Southern Company
1201 Illinois Street
San Francisco, CA 94107

*P8. Recorded by: (Name, affiliation, and address) Ward Hill, Architectural Historian, 3124 Octavia Street, San Francisco, CA 94123

*P9. Date Recorded December, 1999

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation (Cite survey report and other sources, or enter none)
Historic Architecture Report, Station A, Potrero Power Plant

Attachments: ____ NONE ____ Location Map ____ Sketch Map X Continuation Sheet ____ Building, Structure and Object Record ____ Archaeological Record ____ District Record ____ Linear Feature Record ____ Milling Station Record ____ Rock Art Record ____ Artifact Record ____ Photograph Record ____ Other (List)

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Trinomial

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*Resource Name or # (assigned by recorder) Gate House, Station A

*Recorded by Ward Hill *Date: December, 1999 X Continuation __Update

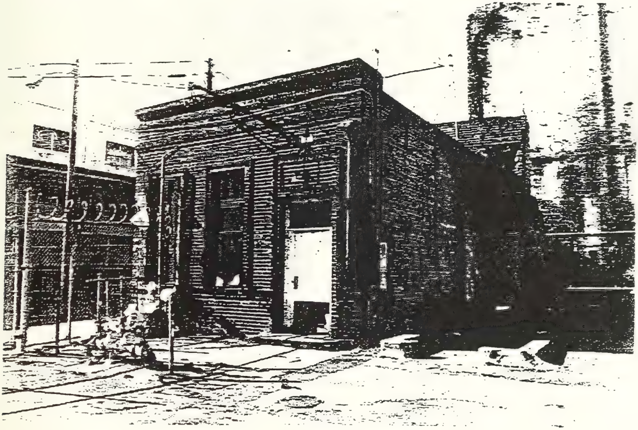

PHOTO 1: Gate House, Station A
(view from northeast)

State of California – The Resource s Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #________________
HRI #________________
Trinomial________________
NRHP Status Code____________

Other Listings
Review Code _________Reviewer ________Date_____

Page 1 of 3 *Resource Name or #: Meter House, Station A

P1. Other Identifier: NA
*P2. Location: Not for Publication Unrestricted X *a. County San Francisco
and (P2b and P2c or P2d. Attach a Location Map as necessary)
b. USGS 7.5' Quad San Francisco North Date 1993 T2S ; R5W ; Unsectioned ; B.M. Mt. Diablo
c. Address 1201 Illinois Street City San Francisco Zip 94107
d. UTM: Zone _______;SW/; SE/; NW/ and NE/
e. Other Location Data: (e.g. parcel #, directions to resource, elevation, etc. as appropriate)

The Meter House is part of this group of five industrial buildings at 1201 Illinois Street is located at the northeast corner of Illinois Street and 23rd Street (APN Block 4174, Lot 3) in the southeast area (Potrero) of the City of San Francisco in the vicinity of San Francisco Bay and Islais Creek. The Meter House is next to the north side of the Compressor House and is just west of the Station A power plant office.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries.

The Meter House is a rectangular plan, brick masonry structure with a gable roof covered with corrugated metal (Photo 1). The gable roof has a monitor at the ridge. Structurally, the building has a concrete foundation and steel truss roof structure. The building is three bays wide and eight bays in length. Buttresses approximately a foot wide frame each bay on the exterior walls. The west façade has a modern, steel roll-up door to the left of two, wood-sash, 12 over 12, segmental arch windows. The same type of windows are on the south (7 windows) and east façades (3 windows). The windows have thick, protruding concrete sills. Large round arch windows are also below the east and west end gables. A modern hinged double door opens into the interior from the eastern end of the south façade. A large transom is above the door. Inside, the Meter House has a scored concrete floor and a modern dropped ceiling with modern fluorescent lighting fixtures.

*P3b. Resource Attributes: HP8
*P4. Resources present: X Building ____Structure____ Object ___ Site X District__ Element of District___ Other

P5a. Photo or Drawing

SEE CONTINUATION SHEET

P5b. Description of Photo:

*P6. Date Constructed/Age and Sources: X Historic ____Prehistoric ____Both c.1914

*P7. Owner and Address
The Southern Company
1201 Illinois Street
San Francisco, CA 94107

*P8. Recorded by: (Name, affiliation, and address) Ward Hill, Architectural Historian, 3124 Octavia Street, San Francisco, CA 94123

*P9. Date Recorded December, 1999

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation (Cite survey report and other sources, or enter none)
Historic Architecture Report, Station A, Potrero Power Plant

Attachments: ____NONE___ Location Map ___Sketch Map X Continuation Sheet __ Building, Structure and Object Record___ Archaeological Record ___ District Record____ Linear Feature Record____ Milling Station Record _____Rock Art Record _____ Artifact Record _____ Photograph Record _____ Other (List)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 of 3 *Resource Name or # (assigned by recorder) Meter House, Station A

*Recorded by: Ward Hill *Date: December, 1999 X Continuation __ Update

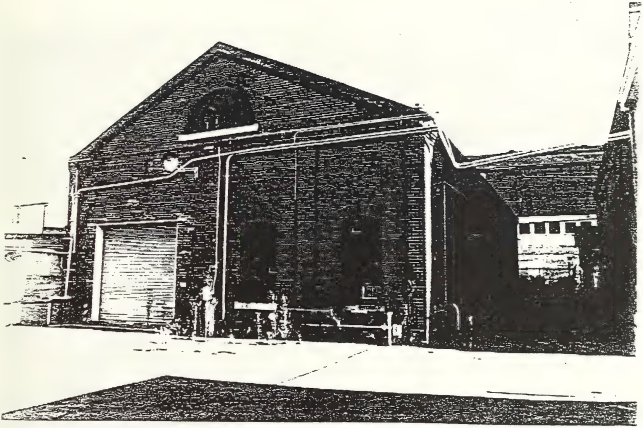

PHOTO 1: Meter House, Station A
(view from southwest)

DPR 523L (1/95) * Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # ________________
HRI # ________________
Trinomial ________________

Page 3 of 3

*Resource Name or # (assigned by recorder) Meter Building, Station A

*Recorded by Ward Hill

*Date: December, 1999

X Continuation __Update

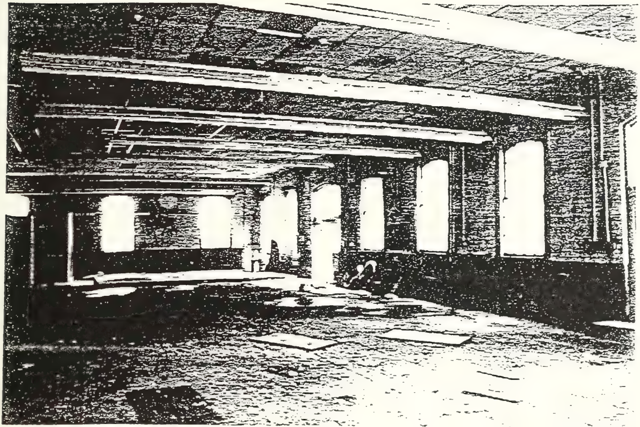

PHOTO 2: Meter House, Station A
(view of interior)

DPR 523L (1/95)

* Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #________________
HRI #__________________
Trinomial________________
NRHP Status Code____________

Other Listings
Review Code __________Reviewer _________Date_____

Page 1 of 4
*Resource Name or #: Compressor House, Station A

P1. Other Identifier: NA
*P2. Location: Not for Publication Unrestricted X *a. County San Francisco
and (P2b and P2c or P2d. Attach a Location Map as necessary)
b. USGS 7.5' Quad San Francisco North Date 1993 T 2S ;R 5W ; Unsectioned ; B.M. Mt. Diablo
c. Address 1201 Illinois Street City San Francisco Zip 94107
d. UTM: Zone ________;SW/: SE/; NW/ and NE/
e. Other Location Data: (e.g. parcel #, directions to resource, elevation, etc. as appropriate)

The Compressor House is part of a group of five industrial buildings at 1201 Illinois Street located at the northeast corner of Illinois Street and 23rd Street (APN Block 4174, Lot 3) in the southeast area (Potrero) of the City of San Francisco in the vicinity of San Francisco Bay and Islais Creek. The Compressor House is south of the Meter House and is just west of the Station A power plant.

*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries): A L-shaped plan, steel frame building with brick infill, the Compressor House stored compressors for maintaining pressure in gas lines. The simply detailed brick exterior walls (on a concrete foundation) have Renaissance/Baroque details such as rustication at corners and around door openings, a raised base, and a frieze around the perimeter of the cornice (Photos 1 & 2). The building has two modern, metal roll-up garage doors on the east and north façades, and single roll-up doors on the south and west façades. A multi-pane, industrial sash window is above each door; these are the building's only windows. The interior has steel roof trusses attached to the exposed steel framing columns (Photo 3). The trusses run east/west in the northern section, then north/south in the southern extension of the interior. The ridge of the roof gable has a central monitor that brings natural light into the largely windowless interior. The interior has a scored concrete floor.

*P3b. Resource Attributes: HP8
*P4. Resources present: X Building ____Structure____ Object ___ Site X District__ Element of District___ Other

P5a. Photo or Drawing

SEE CONTINUATION SHEET

P5b. Description of Photo:

*P6. Date Constructed/Age and Sources: X Historic ____Prehistoric _____Both 1924

*P7. Owner and Address
The Southern Company
1201 Illinois Street
San Francisco, CA 94107

*P8. Recorded by: (Name, affiliation, and address) Ward Hill, Architectural Historian, 3124 Octavia Street, San Francisco, CA 94123

*P9. Date Recorded December, 1999

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation (Cite survey report and other sources, or enter none)
Historic Architecture Report, Station A, Potrero Power Plant

Attachments: ____NONE__ Location Map __Sketch Map X Continuation Sheet __ Building, Structure and Object Record___ Archaeological Record ___District Record____ Linear Feature Record____ Milling Station Record _____Rock Art Record _____ Artifact Record _____ Photograph Record _____ Other (List)

* Required Information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 2 of 4 *Resource Name or # (assigned by recorder) Compressor House, Station A

*Recorded by Ward Hill *Date: December, 1999 X Continuation __Update

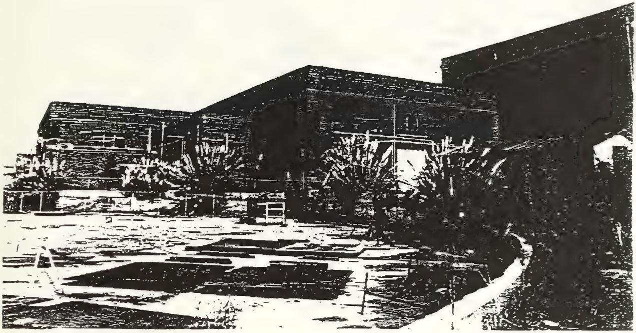

PHOTO 1: Compressor House, Station A
(view from northeast)

DPR 523L (1/95) * Required Information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI #
Trinomial

Page 3 of 4 *Resource Name or # (assigned by recorder) Compressor House, Station A

*Recorded by Ward Hill *Date: December, 1999 X Continuation __ Update

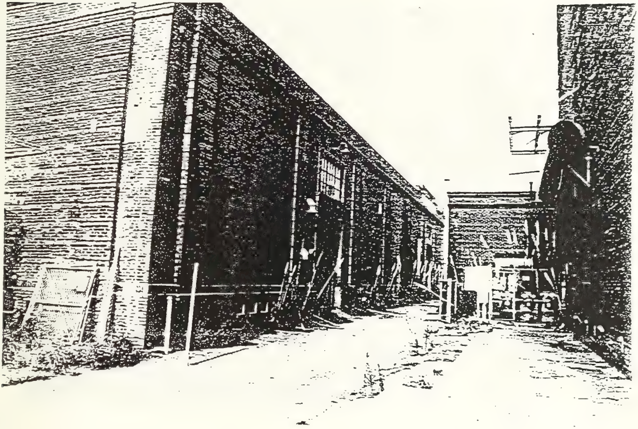

PHOTO 2: Compressor House, Station A
(view from northeast)

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #__________
HRI #__________
Trinomial__________

Page 4 of 4 *Resource Name or # (assigned by recorder) Compressor House, Station A

*Recorded by Ward Hill *Date: December, 1999 X Continuation __Update

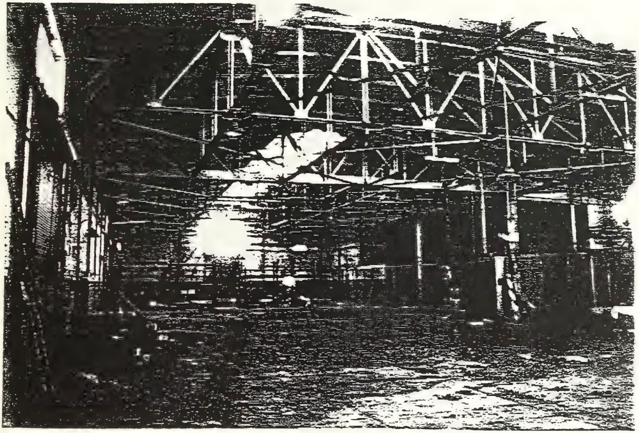


PHOTO 3: Compressor House, Station A
(view of interior)

HISTORIC ARCHITECTURE REPORT
for

435 23rd Street
City and County of San Francisco, California

Prepared by

Michael R. Corbett, Architectural Historian
URS Corporation
221 Main Street, Suite 600
San Francisco, California 94105

January 2001

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # ______
HRI # ______
Trinomial ______
NRHP Status Code 3S
Other Listings ______
Review Code ______ Reviewer ______ Date ______

Page 1 of 10 *Resource Name or #: (Assigned by recorder) 435 23rd Street

P1. Other Identifier: Western Sugar Refinery Warehouses

P2. Location: ☐ Not for Publication ☒ Unrestricted *a: County San Francisco
and (P2c, P2e, and P2b or P2d. Attach Location Map as necessary.)
*b. USGS 7.5' Quad San Francisco North Date 1993 T 2S ; R 5W ; unsectioned Sec ; Mt. Diablo B.M.
c. Address 435 23rd Street City San Francisco Zip 94107
d. UTM: (Give more than one for large and/or linear resources) Zone ____ ; ______ mE/ ______ mN
*e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 4232-10

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

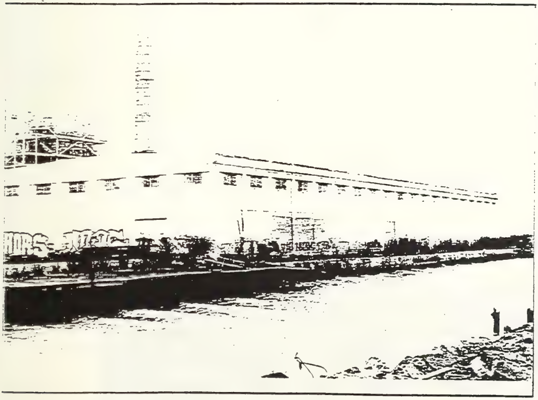
Assessor's Parcel 4232-10 is bounded by 23rd Street on the north, the San Francisco Bay on the east, the San Francisco Bay and 24th Street on the south, and Illinois Avenue on the west. There are three buildings on this parcel. The first (westernmost) building — 535 23rd Street — is a warehouse that was built post-1961. The next two buildings are warehouses. The warehouses are large structures built on the same east-west axis, with the earlier, 1923 building farther to the east than the 1929 building. They are located on made land with San Francisco Bay to the east and south. These buildings are described below.

1. **1923 Warehouse.** This is a large rectangular building for which construction photographs (27 November 1922 to 1 October 1923) reveal its structural design. The building was erected with a steel frame on a reinforced concrete foundation. The frame is 6 bays wide by 20 bays long with three parallel roof trusses, a central row of columns, and a central firewall. Once the frame was complete, the building and its framing members were enclosed by reinforced concrete. The building encloses a single space, 36 feet high at the walls. Steel sash windows at the top of each bay light the interior.

See continuation sheet

*P3b Resource Attributes: (List attributes and codes) HP8 Industrial Building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) 1923 Warehouse at 435 23rd Street, view to NE of S and W sides; by B. Vahey on 1-9-01; Roll BRV 3, Neg. 17

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
1923 *Edwards Abstracts*
1929 *Edwards Abstracts*

*P7. Owner and Address:
1923 Warehouse: SF MUNI, 401 Van Ness Ave, SF, CA
1929 Warehouse: HMR Global Recycling, 435 23rd Street, SF, CA

*P8. Recorded by: (Name, affiliation, and address)
Michael Corbett, URS Corp.
221 Main Street, #600
San Francisco, CA 94105

*P9. Date Recorded: 25 Jan 2001

*P10. Survey Type: (Describe)
Intensive

P11. Report Citation*: (Cite survey report and other sources, or enter "none".) Application for Certification for Potrero Power Plant Unit 7 Project

*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List) ______

*Required information.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI/Trinomial

Resource Identifier: 435 23rd Street

Recorded by Michael Corbett ***Date** 25 January 2001 ☒ **Continuation** ☐ **Update**

Description (continued)

2. **1929 Warehouse.** This is a large rectangular building for which construction photographs (14 August 1929 to 12 May 1930) reveal its structural design. The lower floor is a reinforced concrete structure with articulated posts and beams. The tops of the piers are treated like Gothic buttresses. Above this, a steel frame was erected thirty-two feet high. This frame was enclosed by a reinforced concrete wall with its frame defining 8 bays on its ends and 16 bays on its sides. It is covered by a shallow gabled roof. Iron canopies originally covered loading docks on three sides. The canopy on the west end has been replaced by a new canopy since 1991. The canopy on the south side covers a rail spur. The interior is lit by steel sash windows. Inside, the lower level was used for preparing refined sugar for market (1933 photographs show women in white uniforms cutting sugar into cubes). The upper level was generally a single high open space, except at the west end which housed a mezzanine. This space is divided in the center by a fire wall.

Photo 2) 1923 Warehouse at 435 23rd Street, view to W of east and north sides; by Brian Vahey on 1-9-01; Roll BRV 2, Neg. 25A

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DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI/Trinomial

Page 3 of 10
Resource Identifier: 435 23rd Street
Recorded by Michael Corbett
*Date 25 January 2001 ☒ Continuation ☐ Update

P5a. Photo or Drawing (continued)

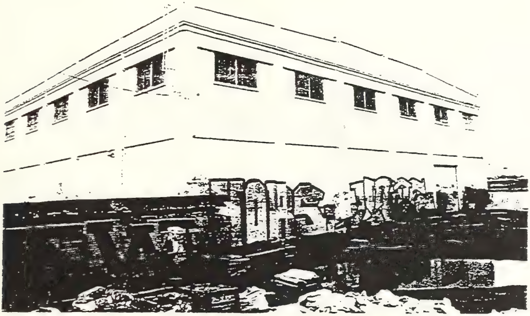

Photo 3) 1923 Warehouse at 435 23rd Street, view to SE closeup of west and north sides; by Brian Vahey on 1-9-01; Roll BRV 2, Neg. 28A

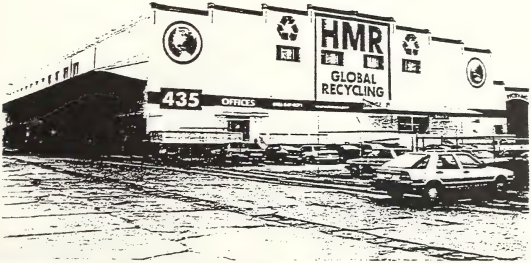

Photo 4) 1929 Warehouse at 435 23rd Street, view to SE of west and north elevations; by Brian Vahey on 1-9-01; Roll BRV 3, Neg. 19

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Primary #
HRI/Trinomial

CONTINUATION SHEET

Page 4 of 10
Resource Identifier: 435 23rd Street
Recorded by Michael Corbett
*Date 25 January 2001 ☒ Continuation ☐ Update

P5a. Photo or Drawing (continued)

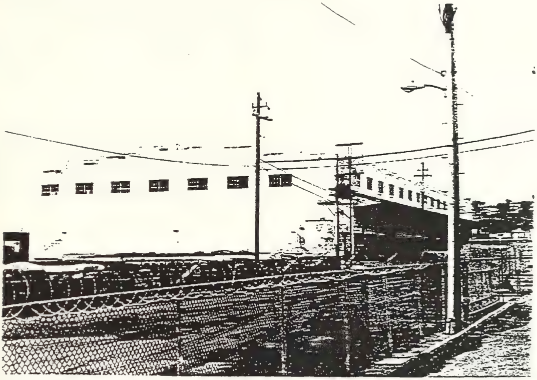

Photo 5) 1929 Warehouse at 435 23rd Street, view to W of north and east elevations; by Brian Vahey on 1-9-01; Roll BRV 2, Neg. 22A

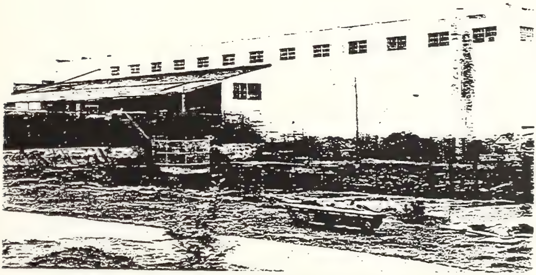

Photo 6) 1929 Warehouse at 435 23rd Street, view to NW of south elevation; by Brian Vahey on 1-9-01; Roll BRV 3, Neg. 18

*Required Information

State of California — The Resources Agency
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Primary #
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 5 of 10

*NRHP Status Code 3S

*Resource Name or # (Assigned by recorder) 435 23rd Street

B1. Historic Name: Western Sugar Refinery

B2. Common Name:

B3. Original Use: Warehouses   B4. Present Use: Warehouses

*B5. **Architectural Style:** 1923 Warehouse: Classical; 1929 Warehouse: Gothic

*B6. **Construction History:** (Construction date, alterations, and date of alterations)
"1923" Warehouse: built in 1923
"1929" Warehouse built in 1929, canopy on west end replaced in 1991

*B7. **Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**

*B8. **Related Features:**

B9a. Architect: b. Builder:

*B10. **Significance: Theme** Sugar Industry **Area** San Francisco

Period of Significance 1923 Warehouse:1923-1948; 1929 Warehouse: 1929-1948

Property Type warehouse **Applicable Criteria** A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

History

Sugar Industry

Sugar is produced from two crops — sugar cane and sugar beets. The sugar industry in California began in 1856 with the first attempts to refine sugar cane from Hawaii in San Francisco. In 1870, the first efforts were made to produce sugar from locally grown sugar beets in Alvarado, Alameda County. After difficult beginnings, both industries prospered. Sugar beet companies have been generally devoted exclusively to production from sugar beets while sugar cane companies have refined sugar from both sources. In a history of San Francisco from 1865 to 1932, Issel and Cherny summarized the significance of the sugar industry to the city:

> Something of a local success story, the sugar-refining business (estimated at $17 million in 1890) owed much of its success to the efforts of Claus Spreckels, who as president of the California Sugar Refinery brought a "renaissance" to the business. Spreckels established his first refinery in 1863 at the corner of Brannan and Eight streets, and by 1884 his huge works in the Potrero District could be described as "the most complete concern of the kind in the world, and in size ranks with the great refineries of Brooklyn, New York and St. Louis." One of the three giants that controlled the nation's sugar business in the nineties, Spreckel's products dominated "the entire trade of the region." No other single manufacturing industry could match sugar refining in value of products.
>
> (Issel and Cherny p. 25-26)

See continuation sheet

B11. Additional Resource Attributes: (List attributes and codes)

*B12. **References:**

See continuation sheet.

B13. Remarks:

(Sketch map with north arrow required)

*B14. **Evaluator:** Michael Corbett, architectural historian

Date of Evaluation: 25 January 2001

(This space reserved for official comments)

Page 6 **of** 10 **Resource Identifier:** 435 23rd Street
Recorded by Michael Corbett ***Date** 25 January 2001 ☒ **Continuation** ☐ **Update**

History (continued)

Until the 1890s, sugar cane was only refined by the companies of Claus Spreckels, all of them in San Francisco. Spreckels' first refinery in 1863 was called the Bay Sugar Refining Company, followed by the American Sugar Refinery. In 1867, he established the California Sugar Refinery with its plant at 8th and Brannan streets. In 1881, he built a new and larger plant at the foot of 23rd Street on San Francisco Bay. By 1894, if not before, this plant was listed in city directories under two names — the California Sugar Refinery and the Western Sugar Refinery. When this plant was established, like many industrial plants of the time, it included facilities for workers to ensure a stable, 24-hour work-force. Like a company town, it included residences, hotels, recreation facilities, and various other non-factory buildings.

In 1894, the classified section of the city directory listed seven sugar refineries in San Francisco. Two of these listings were the two names of Spreckel's companies, the California Sugar Refinery and the Western Sugar Refinery. One of these, the Hawaiian Commercial and Sugar Company was an administrative and sales office only for a company whose other facilities — mills that produced raw, unrefined sugar — were all in Hawaii. The remaining four listings were all administrative and sales offices for sugar beet companies whose facilities were scattered over a large area in central California.

Spreckels experimented with sugar beets in Santa Cruz County in the 1870s and built a small refinery in Capitola. In 1886, after political difficulties in Hawaii threatened his supply of sugar cane, Spreckels built up his sugar beet business and built a large plant at Watsonville. By 1888, this was called the Western Beet Sugar Company, "the largest beet sugar factory in the United States." This factory produced raw sugar which was sent to his San Francisco plant to be refined. A new factory which also produced refined beet sugar in the company town of Spreckels in Monterey County began operating in 1899. This was the largest sugar beet factory in the world.

The development of the California sugar cane industry had been boosted by the Reciprocity Treaty of 1877, which removed tariffs from sugar entering the United States. When Hawaii was annexed and the Philippines were taken from Spain in 1898, the potential for sugar cane imports was improved again. This provided an opportunity for the first competition to Spreckels in the sugar cane refining business. In that year, the California Beet Sugar and Refining Company took over the Starr Flour Mill in Crockett, at the mouth of the Carquinez Strait. Because sugar beets were not grown successfully nearby, this effort failed, and the plant was taken over and remodeled by the Sugar Factors Company. In 1906, this became the Californian and Hawaiian Sugar Refinery Corporation (C and H Sugar), under the leadership of George M. Rolph.

By the 1920s, C and H Sugar was as big as the Western Sugar Refinery of Claus Spreckels' heirs, his sons J.D. and A.B. Spreckels. Both companies owned sugar plantations in Hawaii and controlled shipping lines. Both were continually modernizing their plants. In the 1910s and 1920s, C and H Sugar built an enormous expansion to its plant. In 1915, 1923, and 1929, Western made comparable improvements in the construction of new buildings that made a more modern process possible. These warehouses appear to have been at least partly built to improve storage conditions over those in the existing wood warehouses. Photographs taken along with construction photographs of these buildings show sacks of sugar in wood warehouses that appear broken and soiled. According to a standard handbook on the handling and storage of cargo (Ford, p. 282-284), "Sugar is one of the most difficult commodities to handle." It must be kept dry. Reinforced concrete buildings represented a major improvement over brick or wood in making clean and dry conditions possible. The two companies produced table sugar under the rival brand names of C &H "Pure Cane Sugar," and Western's "Sea Island Sugar."

According to the *San Francisco Chronicle* (15 April 1949), in August 1948, the Spreckels Company "withdrew from sugar refining" and closed its plant. In April 1949, the plant was purchased by C and H for $3,780,000. The company signed contracts with Local 6 of the ILWU and planned to employ 500 workers, in addition to 2,000 workers at its Crockett plant. Because of a longshoremans' strike in Hawaii in the same month the plant was sold, it did not reopen. According to the *Chronicle* (12 April 1950), "some of the machinery and equipment" were to be moved to Crockett, and the land was to be "disposed of for other industrial uses."

At the time the plant closed, it was a large complex of 19th and 20th century buildings fully covering a site that was over four blocks long from east to west and over two blocks wide from north to south. In 1950, there were at least sixteen buildings, two large water tanks, a fuel tank, wharves, railspurs, and roadways. The buildings were all connected to one another either because their walls abutted and passages were cut through, or via overhead bridges and conveyors. The buildings included a 9-story brick structure (pre-1914, purpose unknown), a 7-story brick melt wash house (pre-1914), a 5-story brick melt filter house (pre-1914), seven large one-story wood raw sugar warehouses built in two connecting rows (pre-1914), the covered East Wharf and Raw Sugar Dock (pre-1914),

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI/Trinomial

Page 7 **of** 10 **Resource Identifier:** 435 23rd Street
Recorded by Michael Corbett ***Date** 25 January 2001 ☒ Continuation ☐ Update

History (continued)

a 2-story brick structure built was a refined sugar warehouse (pre-1914), a 10-story reinforced concrete refinery building (1915), a large steel and concrete warehouse (1923), and a large steel and concrete warehouse (1929).

The refining process is not known apart from what can be deduced from Sanborn maps. Raw sugar was delivered to the east wharf by ship from Hawaii. It was stored in the adjacent raw sugar warehouse (pre-1914 wood structures and 1923 steel and concrete structure) until it entered the refining process in the complex of buildings on the north side of 23rd Street, beginning with the melt wash house and the melt filter house. When the refining process was complete, it was delivered by conveyor to the south side of 23rd Street, first to the old brick refined sugar warehouse. From there it was taken by conveyor to the 1929 concrete and steel warehouse for packaging. From that warehouse, it could be distributed by rail and truck to markets.

Photographs at the Bancroft Library show most of the pre-1914 brick buildings of the plant being demolished in 1950. By 1975, only the 10-story 1915 sugar building was left standing on the north side of 23rd Street.

On the south side of 23rd Street, only the 1923 and 1929 warehouses were still standing. At an unknown date prior to that time the warehouses were occupied by the Walkup Drayage and Warehouse Company, whose abbreviation (W.D. & W'ho. Co.) remained on the Sanborn maps as late as 1991. On the 1978 Sanborn map, the 1923 warehouse was occupied by National Wine and Liquor Importing Company, and the 1929 warehouse was occupied by Nielson Freight Lines. Nielson Freight was replaced by Boland Trucking Company between 1987 and 1989. Today, the 1923 warehouse is owned by San Francisco Municipal Railway (MUNI) and is used for storage. The 1929 warehouse is the location of the HMR Global Recycling facility.

Evaluation

The 1923 and 1929 warehouses of the Western Sugar Refinery appear eligible for the NRHP under criterion A and the CRHR under criteria 1 at the local level of significance. The period of significance for the 1923 warehouse is 1923, when it was built, through 1948, when Western Sugar Refinery ended its operations in San Francisco. The period of significance for the 1929 warehouse is 1929, when it was built, through 1948, when Western Sugar Refinery ended its operations in San Francisco.

These warehouses are the last structures left from the Western Sugar Refinery which operated at this site from 1881 to 1948. These warehouses represent the once powerful sugar industry in San Francisco. While many sugar companies had headquarters in San Francisco, the Western Sugar Refinery was the only one with operations in San Francisco. These buildings are also associated with the Spreckels family, which owned the sugar company privately; and are part of the wide ranging business interests of that family. They also represent the long-time ties of San Francisco's economy with Hawaii.

These buildings are little altered and possess integrity of location, design, workmanship, materials, and association. A few windows have been walled up and the west end of the 1929 building has been altered by the removal of the original awning, replacement of original steel sash windows with aluminum sash, and painted signs. These are minor changes and do not substantially detract from the character of the building or from the features associated with its significance. By the loss of the rest of the plant there is a substantial loss of integrity of setting and feeling.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI/Trinomial

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Recorded by Michael Corbett ***Date** 25 January 2001 ☒ **Continuation** ☐ **Update**

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State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

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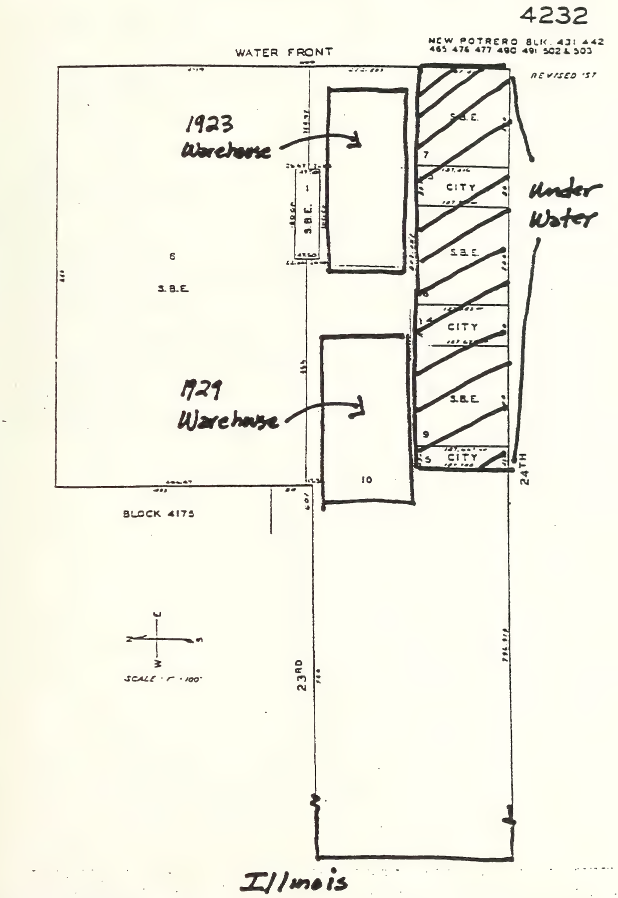
*Resource Name or # (Assigned by recorder) 435 23rd Street
*Map Name: San Francisco Assessor's Parcel Map
*Scale: Dimensions on Map
*Date of Map: current


4232
NEW POTRERO BLK. 431 442 465 476 477 490 491 502 & 503
REVISED '57
WATER FRONT
1923 Warehouse
1929 Warehouse
Under Water
S.B.E.
CITY
S.B.E.
CITY
S.B.E.
CITY
7
9
6
S.B.E.
1
S.B.E.
10
24TH
BLOCK 4175
23RD
SCALE 1" = 100'
Illinois

Appendix E: General Periods of Development – Central Waterfront

Gunpowder production	1854-1881
Rope	1857-1962
Boatyards	1862-
Irish Hill development and destruction	1867-1916
Pacific Rolling Mills	1868-1890s
Infill Tidal Flats	1869-1903
Cut down hills	1869-1903
Bust period	1869-1883
Dogpatch residential	1870s-present
Power Generating Plant	1870
Sugar	1881-1951
Union Iron Works	1883 – 1902
Barrel making	1884-1956
Ridson Iron Works (acquisition of Pacific Rolling Mills)	1890s-1911
Bethlehem Steel (acquisition of Union Iron works)	1905-1949
American Can Company	1910-late 1940s at least
Slower period	1918-1941
Decline in residential populations	1920s-1930s
Large parcels redeveloped for machine shops and warehouses	1920s
Bethlehem Steel (back up to full capacity)	1941-1945
San Francisco Yard shuts down. Sugar, rope and other industries close or move overseas	After 1945 (WWII)

Appendix F: Central Waterfront National Register Status Codes -- Summary

National Register of Historic Places (NRHP) Status Codes noted on the Building, Structure, And Object Record form

CODE	Summary Explanation	Specific Explanation
1S	Listed in the National Register	This property is already individually listed in the National Register of Historic Places.
2	Determined eligible for listing in the National Register	Official action by the State is required to make this structure eligible for listing in the National Register.
3B	Appears eligible for listing in the National Register in the judgment of the person(s) completing or reviewing the form	The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for separate listing in the National Register.
3D		The property contributes to a historic district that has been fully documented according to the California Office of Historic Preservation. The resource also appears eligible for district listing in the National Register.
3S		This property appears eligible for separate listing in the National Register.
4D2	May become eligible for listing in the National Register in the judgment of the person(s) completing or reviewing the form	This property is a contributor to a fully documented historic district that may become eligible for listing in the National Register when more historical or architectural research is performed on the district.
4D5		This property may be a contributor to a fully documented district that may become eligible for listing when registration requirements for the property type are clarified.
4R		This property may become eligible for listing in the National Register when it meets both of the following two conditions: 1) Is located within the boundaries of a fully documented district that is listed in, determined eligible for, or appears eligible for the National Register; and 2) May become a contributor to the district when it is restored to its appearance during the district's period of significance.
4S1		May become eligible for separate listing in the National Register when the property becomes old enough to meet the Register's 50-year requirement.
4S2		This property may become eligible for separate listing in the National Register when more historical or architectural research is performed.
4X		This property may become eligible as a contributor to a district that has not been fully documented.
5S3	Ineligible for the National Register but of local interest	This property is not eligible for separate listing in the National Register or designation under local ordinances but is eligible for special consideration in local planning.

5D1		This property is a contributor to a fully documented district that is designated or eligible for designation as a local historic district.
5N		This property has experienced significant changes but should be given consideration in local planning.
5B1		This property is eligible as a local historic landmark or as a contributor to a fully documented local district that is designated or eligible for designation as a local historic district.
6Z1	Not of local interest or potentially eligible for the National Register	This property appears not to have particular cultural or historical value.
7	Not rated	

Central Waterfront Cultural Resources Survey
San Francisco Planning Department
October 2000–September 2001

Appendix G:
Context Statement -- Dogpatch Historic Resource Survey

Page 1 **of** 22 ***Resource Name o r #** (Assigned by recorder) Dogpatch Historic District
Recorded by: Christopher VerPlanck ***Date** August 12, 2001

Statement of Significance

Dogpatch, formerly known as Dutchman's Flat, is a nine-block enclave of industrial workers' housing located in San Francisco's Central Waterfront district. The neighborhood is comprised of almost one hundred flats and cottages, as well as several commercial, industrial and civic buildings, most of which were erected between 1870 and 1930. The period of significance ranges from 1867, the approximate age of the oldest residential construction in the neighborhood, to 1945, the date at which the neighborhood had been completely built-out and no longer the primary residential district for shipyard workers. Dogpatch is significant as the oldest and most intact surviving concentration of Victorian-era industrial workers' housing in San Francisco. No other district in San Francisco was industrialized to the same degree as the Potrero District during the last quarter of the 19th Century, with the exception of the South of Market Area, which was destroyed during the 1906 earthquake and fire. The shipyards, rope factories, canneries and other industries that grew up at Potrero Point, required a steady supply of resident inexpensive labor in an area that was geographically remote from the established working-class residential districts of the city. Local developers and landholders, including the Santa Fe Land Improvement Company, filled the pressing need for workers' housing by constructing rows of cottages, flats and residential hotels. Other speculators sold individual parcels to more well to do laborers who constructed their own housing. These development patterns allowed Dogpatch to evolve into an informal company town, with the critical difference that the housing was supplied by private market forces and not by the industries themselves. Dogpatch is also significant as one of the last remaining mixed-use, industrial and residential districts in San Francisco. The vast South of Market district, of which Dogpatch was a southerly extension, was entirely destroyed during the 1906 earthquake and fire, leaving Dogpatch as the sole remnant of this type of district in San Francisco. The district has several clusters of identical dwellings, which help to impart the "company town" feel of the neighborhood. The most important surviving cluster is a group of thirteen identical Eastlake-style cottages on Tennessee and Minnesota Streets, whose designs are based on a series of free architectural plans produced by San Francisco architect John Cotter Pelton, Jr., between 1880 and 1883.

Methodology

Unlike more socially prominent neighborhoods in San Francisco, Dogpatch and other working-class residential districts in the City, have largely escaped the attention of social historians, sociologists, or architectural historians. Although chroniclers of San Francisco's history have provided us with information on the importance of the industries at Potrero Point, such as Union Iron Works, they have largely ignored the lives and residences of the workers whose backs provided the labor and whose dwellings lay cheek-by-jowl with the shipyards, foundries and power plants. One important reason for this omission is the lack of easily accessible secondary information on the area. In order to prepare this nomination, it was necessary to rely almost exclusively upon primary sources, including Sanborn Fire Insurance maps, San Francisco Block Books, US Census records, San Francisco City Directories, Spring Valley Water Company records, historic photographs and builders' journals such as *California Architect & Building News*. Historic US Geodetic and Sanborn maps, as well as Spring Valley Water Company records, were especially helpful for ascertaining rough construction dates. Property ownership information was derived from deeds of transfer on file at the San Francisco Assessor's Office (post 1906 only), *San Francisco Block Books* (1906, 1923, 1930 and 1947), Spring Valley Water Company Records and *Edward's Abstracts*. Additional resources used to fill out the outlines included articles in the *San Francisco Examiner, San Francisco Chronicle, San Francisco Call* and *the San Francisco Evening Bulletin,* oral histories, historic photographs in the San Francisco History Room and the Maritime Museum, as well as the clipping files at the Potrero Hill Public Library. Finally, local residents who have lived in the neighborhood for decades helped to flesh out the skeleton of the neighborhood's history constructed from primary records. Special thanks go out to Mr. Roy Neyhart, a third-generation Dogpatch resident who not only remembers everything about the neighborhood's history but also cares deeply about its future.

Background

Spanish and Mexican Periods

What is now Dogpatch has a long record of human history dating from the Native American period to the present day. From time immemorial San Francisco was inhabited by various tribes, including the Ohlone. The recorded history of the area begins with the establishment of Mission Dolores by Junipero Serra in 1776. The early history of San Francisco, or Yerba Buena as the Spanish called it, has been told elsewhere. What is now the Potrero District was largely uninhabited pastureland until the American period. From 1776 until Mexico (independent from Spain since 1821) secularized the Mission lands, all of Potrero Hill was used by Mission Dolores for livestock grazing. Although the secularization of the missions was allegedly intended by the Mexican government to free the indigenous people of California from peonage, the result was a land grab of epic proportions, as the powerful descendents of the original Spanish settlers patented vast ranchos. All of what is now Potrero Hill became part of a vast rancho, known as Rancho Potrero de San Francisco, which was granted by the Mexican government to the sons of Francisco de Haro, the first alcalde of San Francisco. Potrero Nuevo, whose name means "new pasture," was well suited to pasturage. With its impressive natural boundaries, including Mission Bay to the north, San Francisco Bay to the east and Islais Creek to the south, it needed little fencing.[1]

Early American Period

In the years following the American conquest of California in 1846, the settlement of Yerba Buena (renamed San Francisco in 1847) was largely confined to a several-block area surrounding the original Spanish/Mexican settlement at Portsmouth Square. Although the years following the Gold Rush witnessed the spread of settlement south of Market Street to Steamboat Point, access to Rancho de Potrero Nuevo was hindered by a wide expanse of shallow tidal flats known as Mission Bay. Nonetheless, this geographic isolation did not stop squatters from attempting to settle the steep slopes of Potrero Point, a 100'-tall arm of Potrero Hill that projected eastward into the Bay. In 1849, John Townsend and Cornelius de Boom attempted to establish a settlement on De Haro's land at Potrero Point but this effort proved to be unsuccessful due to the remoteness of the site and conflicting land claims.[2]

Powder Magazines

Only five years after California's admission to the Union in 1850, Potrero Point's destiny as the most important zone of heavy industry on the West Coast had already been established. The 1852 Coast Survey map, the first official government map to depict Potrero Point, showed no buildings in the area now occupied by Dogpatch but within two years this situation changed dramatically. Increased population pressures in the South of Market District, combined with a new city ordinance forbidding dangerous industries from being located anywhere near settled areas, compelled certain industries to move beyond the city limits.[3] Due to its relatively remote location, combined with its deep-water anchorage, Potrero Point was identified as being the ideal location for gunpowder manufacturing operations.[4] In the years following the Gold Rush local sources of gunpowder manufacturing were increasingly necessary due to the need for immense amounts of black gunpowder, which was used for hard rock mining in the Sierras and later for street grading in San Francisco.[5] In 1854, E.I. du Pont de Nemours Company, one of the largest manufacturers of black gunpowder in the United States, constructed their first powder magazine on the West Coast near what is now the corner of Maryland and Humboldt Streets, on the south shore of Potrero Point. Within the next year, Hazard Powder Company constructed a gunpowder manufacturing facility on 23rd Street, between what are now Maryland and Louisiana Streets.[6] The 1857 Coast Survey map shows that both operations were located on the south shore of Potrero Point, adjacent to wharves constructed for loading gunpowder kegs onto waiting ships. The gunpowder manufacturers remained at Potrero Point for about twenty-five years until the expanding city limits of San Francisco and encroaching residential districts compelled them to move on to more congenial locations. By 1881, both companies sold their plants to Claus Spreckels and moved to Crockett in rural Contra

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[1] "Genesis of Our Hill," *Potrero View* (September 1976), p. 1.

[2] Hubert Howe Bancroft, *History of California, Vol. 6,* (San Francisco: A.L. Bancroft and Co., 1888), p. 194

[3] Coast Survey Map of 1857.

[4] Ibid., p. 295.

[5] Ibid., pp. 294-5.

[6] James W. White, "The Business Correspondence of Gibbons and Lammot, Gold Rush, Black Powder Merchants," *California Historical Quarterly* Vol. 55, No. 6, pp. 304-5.

Costa County.

Tubbs Cordage Company

Even before the completion of Long Bridge in 1867, maritime-related industries in search of large tracts of vacant land and direct access to deep-water anchorage began moving to Potrero Point. The earliest of these industries was San Francisco Cordage Manufactory, a pioneer rope-making factory established by brothers Alfred and Hiram Tubbs. After procuring the necessary machinery and hiring skilled laborers, the Tubbs brothers purchased a parcel of open land near the south shore of Potrero Point.[7] At this location the company started producing rope in 1857 and soon they were selling it to ship riggers and mining companies throughout the Western United States, Mexico, Peru, China and Japan. The first structure on the site was a 35' x 1,000', one-story, wood-frame shed that extended in a southeasterly direction, from the present-day intersection of Iowa and 22nd Streets, to a wharf in San Francisco Bay (Figure 1). The shed sheltered the rope walk, a 1000' (later extended to 1,500') platform used by skilled laborers to twist strands of yarn, made from hemp and abaca fibers, into ropes. Historic photographs show several imposing brick structures on the site, including a large brick structure and several smaller offices, warehouses and sheds. By 1889 the company had been renamed Tubbs Cordage Company and it became one of the largest employers in the area from the 1870s until the arrival of Union Iron Works in 1883. An article in the May 28, 1893 edition of the *San Francisco Morning Call* described the importance of one of San Francisco's pioneer industries:

> The works embrace several acres of land at the Potrero covered by immense fireproof buildings of brick and iron and which are all tile covered. In these structures the highest type of machinery that can be obtained for making cordage is in operation, showing the whole process of manufacturing every class and size of cables from the huge one, nine inches in circumference, to the one but a quarter of an inch in diameter, and including all of those products of manilla (sic) or sisal which enter so largely into the useful and mechanical requirements of the day.
>
> The material finds its way from the Philippines or Yucatan by shiploads and comes to the works in its raw state, whence, after careful manipulation, both by hand and machinery, it leaves as the perfect fabric, to be distributed along the Pacific Coast and as far south as Mexico and as far to the north as the adventurous whalers ascend and east to Salt Lake.
>
> The magnitude of the works can be estimated by a consideration of the fact that a 500 horsepower engine is required to drive the machinery and that 250 hands, all white labor, and embracing men, boys and girls, always find constant employment at fair wages.[8]

San Francisco City Directories reveal that Tubbs Cordage Company remained a major manufacturer in San Francisco and employer in Dutchman's Flat from the late 1870s until the San Francisco facility was shut down in 1962.[9] Within the next twenty years, the complex was gradually demolished and in 1978 the last remaining buildings were replaced by a San Francisco Municipal Railway bus maintenance yard, which is located immediately south of the Dogpatch survey area.

Early Shipyards

Following the establishment of San Francisco Cordage Manufactory, the industrialization of Potrero Point began to greatly intensify, as boat and ship builders in search of large parcels of land with deep-water access, made the move from the older and more congested South of Market district to Potrero Point. In 1862, John North, San Francisco's most prominent shipbuilder, led the way by relocating his shipyard from Steamboat Point to a large site near the foot of Sierra

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[7] According to Sanborn maps Tubbs Cordage Company was located on a rural parcel now bounded roughly by Iowa Street to the west, 22nd Street to the north, 3rd Street to the east and 23rd Street to the south.

[8] "Tubbs Cordage Company: One of Our Greatest Industrial Plants," *San Francisco Morning Call* (May 28, 1893), p. 30.

[9] Maria T. Colyaco, *California's Master Ropemakers*, (Manila: Manila Cordage Company, 1977).

Street (now 22nd Street) on Potrero Point. Other shipbuilders such as Henry Owens, William E. Collyer and Patrick Tiernan followed North to Potrero Point.[10] The construction of shipyards began to change the landscape of Potrero Point, an important theme in the physical evolution of the area. The 1869 Coast Survey map shows five wharves and shipways along the rugged coastline of Potrero Point, two blocks east of what is now Dogpatch (Figure 2). The early shipyards illustrated the potential of the district as a major ship building center, a realization not lost on the owners of Union Iron Works and other major San Francisco manufacturers. The shipyards also began to attract a significant residential labor force to the area. The earliest surviving dwelling in Dogpatch was constructed in 1872 for a boat builder named William J. Thompson, an employee of Locke & Montague, a boat builder on Illinois Street.

Long Bridge

In anticipation of the completion of the transcontinental railroad in 1869, speculators flush with dividends from the Comstock Lode mines, began heavily investing in unimproved lands on Potrero Point. Potrero Point's extensive frontage along deep-water sections of San Francisco Bay combined with its large tracts of undeveloped land, encouraged industrialists to purchase land in the area. Nonetheless, speculators faced several significant natural obstacles that would have to be overcome before large-scale industrial development could occur. First, the foul-smelling expanse of Mission Bay, a large tidal flat separating Steamboat and Potrero Points, needed to be bridged to make access easier. A bridge was the obvious answer and soon investors were rounded up to finance the construction of a bridge to connect the South of Market District to Potrero Point. The first pilings for Long Bridge were driven off Steamboat Point in February 1865 and the Potrero connection was completed near Mariposa Street in 1867.[11] Long Bridge was extended, via Kentucky Street and across Islais Creek, to Bayview in 1868. However, construction of Kentucky Street across Potrero Point was only accomplished after massive blasting efforts tunneled through portions of a large vein of serpentine rock that connected Potrero Point with the rest of Potrero Hill. In this first major alteration of the topography of Potrero Hill, over 100,000 cubic yards of rock were removed and dumped in Mission Bay.[12] Within a few months of the bridge's completion, horse car lines, operated by the Potrero and Bayview Railroad, were in operation on Long Bridge, connecting downtown San Francisco with Potrero Point for the first time in its recorded history. Land values rose accordingly.

Railroads

Railroads played a decisive role in the physical development of Potrero Point during the last quarter of the 19th century and the first half of the 20th century. Perennially the most powerful forces in California politics, the Southern Pacific, the Central Pacific and the Atchison, Topeka & Santa Fe Railroads, exerted their political muscle in Sacramento to acquire valuable industrial lands on Potrero Point, as well as the submerged "water lots" of Mission Bay. In 1869, during the construction of Long Bridge, the Southern Pacific and the Atchison, Topeka & Santa Fe acquired most of Mission Bay from the State in exchange for filling the expansive tidal flats. Simultaneously the Atchison, Topeka & Santa Fe (under the aegis of their real estate arm, the Santa Fe Land Improvement Company) acquired much of the rugged Potrero Point peninsula, including the acreage that now comprises Dogpatch. In true form, the railroads made out like bandits in real estate investment and dragged their feet in fulfilling their commitment to fill Mission Bay. Southern Pacific did not finish filling their section of Mission Bay until 1901 and Atchison, Topeka & Santa Fe did not complete their filling operations until 1903. Potrero Point remained an important base of operations for both railroads well into the early 20th century. As there were no direct land routes from the Transcontinental Railroad to San Francisco, Southern Pacific used Kentucky Street as their right-of-way from their wharf on the Bay to their depot at 3rd and Townsend Streets. Southern Pacific also constructed a tremendous roundhouse on Mariposa Street at Minnesota, just north of the survey area. The Atchison, Topeka & Santa Fe Railroad's tracks followed Indiana Street from their wharf south of Potrero Point to downtown. Santa Fe Land Improvement Company, the land-purchasing wing of the A.T. & S.F. invested heavily in what is now Dogpatch. Their holdings, which consisted of sections of Blocks 4043, 4060, 4061, 4106 and 4107, were gradually developed and remained the property of the railroad until the Second World War. In the meantime, the Santa Fe Land Improvement

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[10] Roger and Nancy Olmsted, *San Francisco Bayside Historical Cultural Resource Study,* (San Francisco: 1982), p. 191.

[11] Henry Langley, *The Pacific Coast Business Directory,* (San Francisco: 1867), p. 14.

[12] Ibid., p. 15.

Company actively blasted the vast vein of serpentine that occupied most of what is now Dogpatch and used the rubble it as a source of landfill. During the last decade of the 19th century they began developing the cleared parcels with housing or industrial buildings.[13] In addition to building a row of cottages along Minnesota Street, the Santa Fe Land Improvement Company built two large brick warehouses in the neighborhood which still stand, including the former Schilling Wine Warehouse at 900 Minnesota and the former Hulme & Hart Wool Scourers warehouse at 800-50 Tennessee Street.[14]

Transformation of the Landscape of Potrero Point

Perhaps no other district was transformed to such a high degree as the Potrero District. Massive blasting and earthmoving projects undertaken by the railroads and other industries gradually removed the eastern rampart of Potrero Hill and used the rubble to enlarge the area available for industrial expansion. Filling the marshes of Mission Bay began as early as the 1850s and intensified after the construction of Long Bridge and the granting of the Mission Bay submerged lands to the Southern Pacific and the Atchison, Topeka & Santa Fe. The physical changes wrought by such activities at Potrero Point did not escape the attention of local observers. The *San Francisco Examiner* ran a feature story on Potrero Point in August 1889 which described the tremendous physical changes that had occurred during the previous twenty years:

> There is no portion of San Francisco where the work of 'the mighty hand of man' is shown so plainly, perhaps, as in that district known as the Potrero. Elsewhere within the city's boundaries vast changes have been brought about...work was strictly that of development. But here it is far different. The pioneers of progress at the Potrero, have had first actually to create the very ground upon which have been erected those vast establishments that have given to the district its name and fame as the very foremost center of mechanical industry and wealth-producing enterprises upon the Coast.
>
> Where the massive factories now stand solidly along the level shore, which bristles with its rows of piers, was once but a choice between precipitous hillsides, along which a goat could scarcely make his way, and oozy foul-smelling marshes, a mere glance at which would seem sufficient to have utterly discouraged the most progressive combination of energy and capital.
>
> Great stretches of craggy bluffs have disappeared. Vast masses of rock have been blasted away from the hillsides and thrown upon the marshes. Thousands and thousands sunk into the depths and left no trace, but a time came at last when the vast dumping process had its effect, and the solid earth appeared above the surface. The mountain had perished! That portion it was necessary to remove so that the great manufactories could take root – and with the mountain had gone the marshes.[15]

Pacific Rolling Mills

Concurrent with the construction of Long Bridge, several newly organized capitalists began jostling with the railroads to acquire tracts of land on Potrero Point. On May 10, 1866, Pacific Rolling Mills was organized by the industrialists William Alvord, John Bensley and D.O. Mills. In that year they received a grant of submerged land north of Potrero Point from the State Legislature. Alvord, the president of Pacific Rolling Mills, then purchased approximately twenty acres of adjacent land on Potrero Point and began building wharves and buildings at the foot of Napa Street (now 20th Street). In July 1868, Pacific Rolling Mills began producing rolled steel, the first time this product had been produced on the West Coast.[16] From 1868 onward, Pacific Rolling Mills turned out approximately 30,000 tons of iron and 10,000 tons of steel annually. They also manufactured items such as rails, locomotive parts, marine and engine forgings, bolts, nuts, railroad spikes,

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[13] Interview with Mrs. C. F. Adams, conducted by Cheryl and Clark Taylor, (May 1964).

[14] Christopher VerPlanck and San Francisco Architectural Heritage, "DPR 523B forms for 900 Minnesota, 800-50 Tennessee, 997-99 and 1011 Tennessee Streets, on file at San Francisco Architectural Heritage.

[15] "The Potrero as It Is," *San Francisco Examiner* (August 11, 1889), p. 14.

[16] J.S. Hittell, *Commerce and Industry of the Pacific Coast,* (San Francisco: A.L. Bancroft, 1882), p. 682.

track nails, washers and coil chains.[17] In 1882 historian J. S. Hittell described the conditions of employment for the largely Irish immigrant workforce, most of whom lived in the growing community of Irish Hill:

> From 430 to 450 men are employed in the different shifts. The rates of wages are 25 percent higher than the Eastern States. Common laborers receive from $1.75 to $2 per day; puddlers, rollers and the mill-men are paid by the ton, and make about $4 a day; and those in charge of a gang of men receive $8 per day."[18]

The higher wages paid by Pacific Rolling Mills and other early industries of Potrero Point were essential in attracting a local labor supply to the area. In need of a local labor supply, Pacific Rolling Mills encouraged their laborers to live on Irish Hill, a serpentine outcropping south of the mill not yet blasted away for industrial buildings. In the mid-1890s Pacific Rolling Mills was renamed Risdon Iron & Locomotive Works and the company began building gold dredges, which had been invented by the company in 1897. In 1911 Bethlehem Steel bought out Risdon and merged the plant with Union Iron Works.

Boom and Bust: 1869-1884

Contrary to predictions, the completion of the Transcontinental Railroad in 1869 unleashed an economic downturn in San Francisco, as local industries suddenly found themselves unable to compete with the influx of inexpensive goods manufactured in Eastern cities. As domestic industries collapsed, land values, bid up by speculators over the past decade, declined. The development of Potrero Point temporarily halted. Nonetheless, surviving industries began to recover during the early 1870s, partially as a result of an influx of cheap immigrant labor from eastern cities, which helped the industries of Potrero Point to be more competitive.[19] In 1871 the State of California auctioned off the remaining water lots surrounding Potrero Point to various industries. Despite another slump that lasted from 1878 to 1884, the industries of Potrero Point continued to expand. The Coast Survey Map of 1883, the first prepared since 1869, show that the existing industries at Potrero Point had been joined by: Arctic Oil Works, Southern Pacific Cattle Yards, Atlas Iron Works, San Francisco Gas Light Company, California Sugar Refinery, California Barrel Company and Union Iron Works (Figure 3).

San Francisco Gas & Electric

Following San Francisco Cordage and Pacific Rolling Mills, the City Gas Company Works, a forerunner of Pacific Gas & Electric, was the next major industry to relocate to Potrero Point. Construction began in 1870 on "four blocks of land fronting the bay and lying between Humboldt and Sierra (22nd) Streets." In 1873, the City Gas Company merged with the Metropolitan Gas Company and the San Francisco Gas Company to form the San Francisco Gas Light Company.[20] In 1899 the company expanded its physical presence in Potrero Point by constructing a large powerhouse, machine shop, meter house and purifying house on Humboldt Street (these buildings still stand).[21] During much of the early 20th century, San Francisco Gas & Electric Company employed anywhere between 5% and 10% of Dogpatch residents.[22]

California/Western Sugar Refinery

In 1881, prominent San Francisco industrialist Claus Spreckels purchased a five-block site on the south shore of Potrero Point from gunpowder manufacturers and commenced construction of the California Sugar Refinery. The massive brick buildings which comprised the plant included a "melt/filter house," a "wash house" and a "char house." All were designed in 1881 by a New York architect named Hepworth. The California Sugar Refinery was purchased by the American Sugar Refining Company in 1891 and renamed the Western Sugar Refinery by its new owners. The refinery remained one of the top five employers in Dogpatch until the early 1950s, employing 1,000 men and between 10% and

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[17] William Issel and Robert W. Cherny, *San Francisco: 1865-1932,* (Berkeley: UC Press, 1986), p. 30.

[18] Ibid., p. 683.

[19] In the decade between 1870 and 1880 San Francisco's population increased from 149,473 to 233,959 according to the Ninth and Tenth Census.

[20] Charles M. Coleman, *P. G. & E. of California: the Centennial Story of Pacific Gas and Electric Company 1852-1952,* (New York: McGraw-Hill, 1952), p. 29.

[21] Sanborn Fire Insurance Company map (1899).

[22] Twelfth, Thirteenth and Fourteenth US Census (1900, 1910 and 1920).

15% of local residents.[23] In 1949, California & Hawaiian Sugar Refining Corporation bought the refinery and after coming to the conclusion that the plant was too antiquated to be profitably modernized, demolished the buildings and sold the machinery for scrap in 1951.[24]

American Barrel Company

Another early industry at Potrero Point was the American Barrel Company. First established at Potrero Point in 1884 on Louisiana Street, between Humboldt and Nevada Streets, the company was one of the earliest barrel manufacturers in San Francisco.[25] In 1900 the factory was relocated to Sierra and Illinois Streets, where it remained in operation until 1956. The site is now occupied by a P.G. & E. parking lot.

Union Iron Works

From the mid-1880s until the end of the Second World War, Union Iron Works remained the most important industry on Potrero Point and the largest employer of local residents, employing anywhere between a quarter to half of Dogpatch's residents.[26] Union Iron Works was founded in 1849 by the brothers Peter, James and Michael Donahue. Although little more than a blacksmith's shop, Union Iron Works was the first iron works established on the West Coast.[27] In 1862, the company became known as Donahue Iron & Brass Company, and a few years later when H. J. Booth, Irving M. Scott and George W. Prescott joined the firm, it was renamed Union Iron Works. The pioneer firm soon established its position as the most important iron-manufacturing firm in the West. In 1865 the company built the first locomotive on the West Coast for the San Francisco-San Jose Railroad. Within the next decade, Union Iron Works manufactured 90% of the heavy machinery used by mining companies working the Comstock Lode. By 1865, Peter Donahue had sold his interest in Union Iron Works and for the next ten years the company was known as H. J. Booth & Co.[28] In the early 1880s, H. J. Booth & Co. was reorganized under the management of partner Irving Murray Scott and renamed Prescott, Scott & Co. One of Scott's first major accomplishments was to purchase thirty-two acres of land with deep-water frontage on the north side of Potrero Point, adjacent to Risdon Locomotive Works. In 1883 he oversaw the construction of the new Union Iron Works plant at Potrero Point. The total cost of the shipyard came to approximately $2,000,000, an extremely large sum for the day. The buildings, which were designed by a civil engineer named Dr. D. E. Melliss, included a boiler shop, a blacksmiths' shop, riveting and erecting shop (Building 112), machine shop (Building 113), a 120' chimney, a brass-plating shop, an iron foundry and a pattern shop.[29] The shipyard was connected to transportation lines via a Southern Pacific spur line and the physical site was expanded through fill operations that involved removing rock from Irish Hill and dumping it in the Bay. Finally, shipways, cranes and long wharf were constructed to handle virtually any sized ship. Gradually, Union Iron Works bought out its nearby competitors at Potrero Point, including Atlas Iron Works and Risdon Locomotive Works.[30]

Naval Expansion

Recognizing the growing demand for steel hulled ships, Scott decided to branch out from the company's traditional emphasis upon railroad and mining equipment to ship manufacturing.[31] The first ship manufactured at the new Potrero Yard was the collier *Arago,* a steamer of 800 tons and it was launched in April 1885. Nonetheless, it was not peacetime merchant vessels that would make Union Iron Works the largest shipyard in California until the First World War. The ambitious expansion of the U.S. Navy in the late 1880s and 1890s inspired Scott to bid on Navy contracts, putting Union Iron Works into direct competition with major East Coast shipyards. The first military contracts completed by Union Iron Works were the battle cruisers *Charleston* and *San Francisco,* which were both launched in 1888, the largest military

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[23] Ibid.

[24] Dan Gutleben, Documents and materials concerning the Western Sugar Refinery on file at Special Collections, Bancroft Library.

[25] Franklin Coyne, *Development of the Cooperage Industry in the United States, 1620-1940,* (Chicago: Lumber Buyers Publishing Company, 1940), pp. 69-70.

[26] Twelfth, Thirteenth and Fourteenth United States Census (1900, 1910 and 1920).

[27] Robert O'Brien, "Riptides, From Shovels to Ships," *San Francisco Chronicle* (October 21, 1949), p. 18.

[28] Ibid.

"The New Union Iron Works and the Arctic Oil Works," *San Francisco Daily Morning Call* (January 24, 1884), p. 1.

[30] Roger and Nancy Olmsted, p. 196.

[31] Robert O'Brien, "Riptides, From Shovels to Ships," *San Francisco Chronicle* (October 21, 1949), p. 18.

ships launched to date on the West Coast. However, it would be the legendary cruiser *Olympia* and the battleship *Oregon*, launched in 1893, that would forever seal Union Iron Works' reputation for building great warships. In 1896, Irving Scott retained the firm of Percy & Hamilton to design a new drafting house for the shipyard (Building 104). In the decades that followed, Union Iron Works launched down its shipways battleships and armored cruisers as large and heavy as any major shipyard in the world. One of these ships was the *USS Ohio*, one of the biggest battleships of its era. President McKinley, Irving M. Scott's close friend, presided over the laying of the keel in 1899 after being escorted to the ceremony by a group of schoolchildren from Irving M. Scott School in Dogpatch.[32] Much to the chagrin of eastern shipyards, Scott took advantage of a preferential bid-price formula designed by the federal government to encourage shipbuilding on the West Coast. As a result, Union Iron Works gained a healthy share of the contracts that led to the creation of the Great White Fleet, the symbol of American Naval might.

In 1902, the United States Shipbuilding Company, a trust headed by Lewis Nixon and Charles Schwab, acquired Union Iron Works, as well as seven other major shipyards in the nation.[33] After the United States Shipbuilding Company went into receivership, Charles M. Schwab personally bid $1,000,000 for Union Iron Works on behalf of Bethlehem Steel, at a public auction in 1905. Schwab appointed Joseph J. Tynan as the new superintendent of Union Iron Works and renamed it the San Francisco Yard.[34] In 1911 Bethlehem Steel also purchased the neighboring Risdon Iron & Locomotive Shipbuilding Works (formerly Pacific Rolling Mills) and added them to the San Francisco Yard. The following year, the San Francisco firm of Weeks & Day was hired by Tynan to design a new powerhouse (Building 102) for the shipyard on a site on 20th Street. Charles Schwab, who had been appointed director-general of the Emergency Fleet Corporation by President Wilson, steered several major Navy contracts to the San Francisco Yard in the years leading up the First World War.[35] In 1916, the shipyard was expanded physically with a $100,000 reinforced-concrete foundry building (Buildings 116 and 117). This project necessitated the demolition of Irish Hill and indirectly led to the growth of Dogpatch as displaced Irish Hill residents moved to Dogpatch.[36] The next year, a new administration building (Building 101) was constructed on the northeast corner of Illinois and 20th Streets. In 1918, one year after the United States entered the First World War, the San Francisco Yard constructed eighteen submarines, ten of which were for Britain, and sixty-six destroyers. On July 4, 1918, eight destroyers were launched in one day to join the U.S. Navy. By 1918 the San Francisco Yard employed 10,000 workers and the total sum of laborers employed at all of Bethlehem Steel's yards in the Bay Area was 25,000, making it the single largest ship producing complex in the world.[37]

With peace in 1918 came a collapse in shipbuilding at Bethlehem Steel's San Francisco Yard, which lapsed into semi-dormancy. Nevertheless, business revived in the 1920s and by 1938 the shipyard had constructed 142 vessels, including submarines, oil tankers, freighters, ferries, and passenger and freight ships. With the revival of interest in the merchant marine, the plant was modernized in 1938. During the interwar period there was also some limited warship construction, including two destroyers: the *McCall* and the *Maury.*[38] In 1938 the shipyard was renamed the Potrero Yard. During the 1930s and 1940s laborers in the Potrero Yard, many of whom lived in Dogpatch, struck for higher wages. After the outbreak of war in 1941 disputes were put aside as the shipyard began operating at full capacity, employing 18,500 workers in round-the-clock shifts. During the Second World War Bethlehem Steel again expanded the Potrero Yard facilities in order to facilitate the construction of fifty-two warships, troop transports and other war-related vessels that would be constructed during the next four years. The Potrero yard was also responsible for 2,500 repaired or converted vessels, ranging from tugs to battleships.[39] Some of the ships overhauled included the *SS Nieu Amsterdam,* the Navy troop transport *Monticello* (formerly the captured Italian luxury liner *Conte di Savoia*), the 25,000-ton aircraft carrier *Essex* as well

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[32] Dewey Traunt, "Guard of Honor," *Jr. Ed. San Francisco Call* (November 23, 1912).

"Receiver for Union Works," *San Francisco Chronicle* (August 18, 1903)p. 16.

[34] "Iron Works Preparing for Increased Business," *San Francisco Call* (October 24, 1905).

[35] Victor S. Clark, *History of Manufactures in the United States, 1893-1928,* (New York: 1949), p. 141.

[36] "Iron Works is to Build an Addition," *San Francisco Examiner* (January 16, 1916), p. 1.

[37] "Maritime News," *San Francisco Chronicle* (June 3, 1918).

[38] Bethlehem Steel Company, *A Century of Progress,* (San Francisco: Bethlehem Steel Company, Shipbuilding Division, 1949), p. 17.

[39] Ibid., p. 24.

as several battleships damaged at Pearl Harbor, including the: *USS California, USS Maryland, USS Mississippi, USS Nevada* and the *USS Pennsylvania.*

Criterion C

Early Residential Development at Potrero Point

Dogpatch, originally known as Dutchman's' Flat, is significant under Criterion C as a compact district embodying "the distinctive characteristics of a type and period" as well as a "significant and distinguishable entity whose components may lack individual distinction." Dogpatch is in essence an isolated company town that grew up around on the fringes of the heavy industries of Potrero Point. The development of the Potrero District's first two residential enclaves, Irish Hill and Dogpatch, began in earnest after the completion of Long Bridge in 1867. The 1869 Coast Survey map shows a few scattered dwellings on Kentucky Street near the bridgehead and another cluster of cottages on the outcropping south of Pacific Rolling Mills (Irish Hill). Although in theory public transportation made it possible for laborers to commute from other parts of the city, most contemporary observers acknowledged the need for workers' housing adjacent to the factories of Potrero Point, a massive undertaking in an area with very little residential development and imposing natural obstacles. An article in the August 11, 1889 edition of the *San Francisco Examiner* described this need:

> Allowing that the factories were built, the mills and docks erected, communication with the city established – this, in itself a Herculean task – there still remained the problem of housing the great armies of workmen, without whom the wheels and the hammers and the forges must forever remain useless and silent. All could not come from a distance and on those bleak and almost inaccessible hillsides there seemed no more chance for human habitations than upon the low-lying, repulsive and tide-swept marsh.[40]

Even after the introduction of streetcar service in 1867, house builders were challenged by the existence of a formidable rampart of serpentine running in a southeasterly direction through the middle of what is now Dogpatch. Similar to the massive land-forming efforts necessary to transform the steep slopes of Potrero Point and the adjacent mudflats into industrial sites, vast amounts of labor were necessary to create residential building sites, either by terracing into the outcropping or filling mudflats. Areas cleared first, such as the intersection of Illinois and 20th Streets in Irish Hill, and the intersections of Tennessee and 22nd and Tennessee and 18th Streets in Dogpatch, were initially developed during in the 1870s. An article in the August 11, 1889 edition of the *San Francisco Examiner* described the process of creating Dogpatch:

> And about the centers of industries which flourish, so to speak, the lifeblood of what has now come to be the vigorous young community, has grown up the town. More and more of the hillsides were leveled down; more and more of the marsh built up into high and solid ground.
>
> Pathways, alleys and finally broad streets and avenues were graded through or up the slopes, and such of the bigger acclivities (sic) as were allowed to remain were terraced and graded and made the sites of numberless cosy (sic) homes.
>
> As the industries of the place grew and the necessity for more building ground, both for business purposes and homes, increased, the streets were carried further, though in many instances at least, at almost incredible toil and expense, and more favorable locations were opened up.[41]

The residential districts that sprang up at Potrero Point constituted the only significant urbanization within the entire Potrero District. The 1883 Coast map shows that most of Potrero Hill was still rural, consisting for the most part of a

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[40] Ibid.

[41] "The Potrero as It Is," *San Francisco Examiner* (August 11, 1889), p. 14.

handful of large ranches near the top of the hill. When San Franciscans referred to the "Potrero" after the 1870s they meant the industrial zone along the bay and the residential enclaves of Irish Hill and Dutchman's Flat/Dogpatch, not the hill itself.

Irish Hill

Although not located within the survey boundaries, Irish Hill must be discussed as the first residential district at Potrero Point. Demolished in 1917, Irish Hill was located in an area bounded by Illinois Street to the west, Pacific Rolling Mills/Union Iron Works to the north, San Francisco Bay to the east and San Francisco Gas & Electric Company to the south. It was the first residential enclave to develop at Potrero Point, predating Dogpatch by a few years. Irish Hill, which began developing around 1870, consisted of two separate areas: a district of approximately sixty cottages huddled on the crest of an outcropping south of Union Iron Works and a compact district of approximately forty lodging houses surrounding the intersection of Illinois and 20th Streets (Figure 4). Irish Hill was a solidly working-class district inhabited mostly by single Irish male laborers. In 1946 Billy Carr, a sheriff's deputy in South San Francisco who had been raised in Irish Hill, described the neighborhood in the 1880s:

> In the early eighties it was mostly all hotels on Irish Hill. The Green House, run by Mike Farrell. The White House, run by Hans Rasmussen. Cash's Hotel run by Jimmy Cole. The San Quentin House, run by Jim Gately. Gately took in the parolees from San Quentin and got them jobs in the rolling mills at the foot of the hill. There was Paddy Kearns' Hotel, and outside the gas house was Mike Boyle's steam bear dump…
>
> In them days we never went to Morosco's (a vaudeville house on Mission Street)…the shows were much better on Irish Hill, where the boys from one hotel would challenge the boys from another hotel and fight all Saturday afternoon in a hayrope ring outside Gately's Hotel. Then we'd all go in and knock off steam bears for a nickel a piece.
>
> You went up on Irish Hill when you got off work and you never left it until morning. Below it was Dutchman's Flat (Dogpatch) where Dutchmen from the old country lived. The next hill, that's Russian Hill now (Potrero Hill), was Scotch Hill, where the Scotchmen lived. The Irish came from Ireland, with a shaillalah stick and a bag on their shoulder, and a card telling them to go to work for the Pacific Rolling Mill. If there was no work there, they'd go to the gas house. The Dutchmen came with work cards telling them to go to the sugar house. The Scotchmen, all mechanical men, would go to work at the Scott Union Iron Works.
>
> In them days, there was never a street paved. You went through the mud to school. If you wanted to go to Butchertown you walked a plank from Twenty-third Street to Arthur Avenue…But the war (First World War) came along, and the Government drove us off Irish Hill. Eight or nine hundred people used to live there."[42]

Demolished by Bethlehem Steel during the First World War to make way for shipyard expansion, all that remains of Irish Hill is a small rocky promontory near the intersection of Illinois and Humboldt Streets.

Early Development in Dogpatch

During the late 1870s, the flats west of Kentucky Street were beginning to coalesce into a secondary district of industrial workers' housing. The 1869 U.S. Coast Survey map reveals that there were a few structures located within the survey boundaries of Dogpatch, especially along Tennessee and Kentucky Streets (Figure 2). Most of the other structures appear to have been dwellings or commercial structures with flats above. There were also several community buildings on

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[42] Robert O'Brien, "Riptides," *Scrapbook, Oral History of San Francisco,* Bancroft Library, p. 14.

Kentucky Street, including the Potrero School (1865), Olivet Presbyterian Church (1869) and the Kentucky Street Methodist Episcopal Church (1871), indicating the formation of a viable neighborhood. The 1883 U.S. Coast and Geodetic Survey map indicates that by this year several new clusters of houses had been constructed on both sides of Tennessee Street, between Mariposa and 19th Streets (Figure 3). The 1886 Sanborn Fire Insurance map, the first to cover the Potrero district, illustrates that Dogpatch had blossomed into a growing residential neighborhood, with clusters of identical two-family flats and cottages, saloons, shops and several churches. The residences were located in two separate clusters along Tennessee Street; the first clustered around the intersections of Solano (now 18th Street) and Tennessee and Sierra (now 22nd Street). The first description of Dogpatch (then called Dutchman's Flat) appeared in the August 11, 1889 edition of the *San Francisco Examiner*:

> The residence portion of the Potrero may be said to be divided like ancient Gaul, into three parts, the "old town" is that first divided, mentioned as crowning the heights above the waterside factories, and the principal means of gaining access to which are long flights of stairs (Irish Hill). Another section is that which has also been referred to as lying to the southwest in the valley next to the cordage factory (Dogpatch).
>
> The days of the cliff-dwellers is passing. Many and many scores of modest homes still crown the heights which frown above the great waterside factories, and to which the principal means of access is still long flights of wooden stairs, but it is upon the gentler and more pleasing sites that rows of cottages, in later days erected, are located, and for long stretches of level or slightly rising streets, bordered by broad, tree-shaded sidewalks mark the new Potrero…[43]

The density of residential development in Dogpatch remained sparse in comparison with Irish Hill until the early years of the 20th Century. Reasons for the relatively uneven level of development in Dogpatch include the fact that much of land was occupied by large rock outcroppings and second, that much of the neighborhood was owned by the Atchison, Topeka & Santa Fe railroad.

Dogpatch and Irish Hill retained very separate identities during the 1880s and 1890s. According to the 1880 US Census schedules, Irish Hill was inhabited almost exclusively by unskilled and semi-skilled Irish male laborers who worked at Pacific Rolling Mills or Union Iron Works.[44] The prevalence of residential hotels and saloons in Irish Hill reflected this state of affairs. Most of the first residents of what is now Dogpatch were American-born skilled craftsmen in the boatyards or as foremen at San Francisco Cordage or Pacific Rolling Mill.[45] Several of the oldest surviving dwellings in Dogpatch, such as 718 22nd Street or 707 18th Street reflect the early history of the neighborhood. The Italianate-style dwelling at 707 18th Street was constructed in 1876 by Frederick S. Castner, a gardener and carpenter, and the dwelling at 718 22nd Street (formerly Sierra) was constructed in 1872 by William J. Thompson, an American-born boat builder employed by Locke & Montague, one of the oldest boat yards on Potrero Point.[46]

Churches

Further evidence of the establishment of Dogpatch as a distinct community include the establishment of several churches, including the Kentucky Street Methodist Episcopal Church, Olivet Presbyterian Church and what would eventually become St. Teresa's Catholic Church. Dogpatch received its first religious institution in 1869 when a congregation of seventeen Scottish ironworkers employed by Pacific Rolling Mills built a small church on Tennessee Street. When the church burned in 1877, a new one was built on Mississippi Street, closer to the growing Scottish settlement on

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[43] *San Francisco Examiner* (August 11, 1889)

[44] Tenth Census, 1880.

[45] Robert O'Brien, "Riptides," *Scrapbook, Oral History of San Francisco*, Bancroft Library, p. 14.

[46] Christopher VerPlanck and San Francisco Architectural Heritage, "DPR 523B forms for 707 18th Street and 718 22nd Street," on file at San Francisco Architectural Heritage.

Connecticut Street, near the crest of Potrero Hill.[47] In 1871 the original Kentucky Street Methodist Episcopal Church was built on a donated 60' x 100' lot on the corner of Michigan and Sierra Streets. By 1881 Pastor David Seal moved the church to its present site on the "west side of Tennessee Street, between Butte and Solano." The church remained in operation at this address, ministering to American-born shipyard workers. However, the demographics of Dogpatch changed as Irish-born residents from Irish Hill and the South of Market moved into what had been a primarily native-born district and by 1900 the congregation had shrunk to a small number. The last listing for the Potrero Methodist Episcopal Church occurred in the 1904 *San Francisco City Directory*.[48]

Potrero Point received its first regular Catholic services in the 1860s, when Catholic priests from St. Peter's began coming to celebrate Mass in the dining room of the Breslin Hotel in Irish Hill. In 1880 Archbishop Patrick Riordan decided to establish a new parish in the Potrero district, calling it St. Teresa, after St. Teresa of Avila. Father John Kenny was appointed the first pastor and a warehouse was converted into a church with three altars and a confessional. However, it would not be until 1892 that Dogpatch would get its own Catholic church when Father Patrick O'Connell built St. Teresa's Church on the northeast corner of Tennessee and 19th Streets, currently the site of a warehouse at 699 Tennessee Street. Following the 1906 earthquake, Father O'Connell decided to build a school for the neighborhood's growing Catholic population. The Sisters of the Presentation began work in 1912 and by October of that year they had established a school with over 100 students. After the demolition of Irish Hill during the First World War, the Irish Catholic population of Potrero Point diminished significantly. This factor, combined with encroaching industrial development, compelled the parish to physically move St. Teresa's to the top of Potrero Hill. In 1924 movers sawed the building in half and moved it to its present location at the northeast corner of 19th and Connecticut Streets.[49]

Commerce in Dogpatch

As a small, self-contained industrial/residential neighborhood removed from the rest of the city, Dogpatch supported several small groceries, butcher shops and vegetable stands within the survey boundaries. The principal commercial districts included Solano Street (now 18th Street) between Iowa and Kentucky Streets, and Sierra Street (now 22nd Street) between Minnesota and Kentucky Streets. Prior to its demolition during the First World War, the intersection of Illinois and 22nd Streets in Irish Hill was the most dynamic commercial area, accommodating saloons, groceries, cafes and other businesses. Most groceries in Dogpatch were located in the bottom floor of residential flats and they were usually owned by residents who either lived in a flat above or close by. The first grocery in Dogpatch was opened by Gus Lehrke at 627 Tennessee Street. Businesses came and went in Dogpatch, but some important longer-lasting businesses included: Frank Weiss' butcher shop at 1532 Kentucky Street, which lasted from the 1890s until 1915. The 1915 City Directory records four other groceries in Dogpatch, two of which were located in surviving buildings within the survey. Serafina Barsi ran a small grocery and vegetable stand on the first floor of 1100 Tennessee from 1907 until 1930. The largest store was J. J. Twomey & Son's Market at 900 22nd Street. This grocery was run by two generations of the Twomey family until it was purchased by Patrick Geary. Another grocery within the survey boundaries is a building at 1103-05 Tennessee. In 1910 John Bowes built the existing one-story commercial structure and opened a market. In 1923 Bowes sold the building to Charles Crowley, a plumber. In 1941 Crowley sold 1103-05 Tennessee to Alberto Valadez, a Mexican-born grocer, who converted the building back into a grocery store. Other important businesses in Dogpatch include several saloons: Dugan's Liquors, at 914 Minnesota, Howley's Liquors at 1100 Tennessee, Brady's Liquors at 700-02 22nd Street.

Population Characteristics: 1880-1890

The demographic makeup of Dogpatch was transformed between 1880 and 1890 from a predominantly American-born population of skilled craftsmen and foremen to a more varied population of European ethnic groups, although Irish-born residents predominated. By 1890 Irish-born residents comprised close to half the population. During first years of the decade, relatively few residents worked at Union Iron Works. Large numbers of neighborhood residents worked in a

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[47] Margaret Henry, "Potrero Hill History," prepared for Potrero Neighborhood Bicentennial Festival, 1976.
[48] Christopher VerPlanck, "DPR 523B form for 740 Tennessee Street," on file at San Francisco Architectural Heritage.
[49] Ibid.

variety of the industries of Potrero Point, including Pacific Rolling Mills, San Francisco Cordage Company and Western Sugar Refinery. Nevertheless, by the end of the decade the workforce at Union Iron Works had expanded to constitute more than a thousand men and Dogpatch grew in response as empty lots were graded, subdivided and built up.

Development: 1880-1890

The expansion of Union Iron Works was the most significant factor behind the development of Dogpatch in the 1880s and for the next seventy years the fortunes of the neighborhood ebbed and flowed with the largest shipyard on the West Coast. During the 1880s speculators and individuals built several clusters of two and three-family flats and cottages along the graded sections of Tennessee Street, particularly at its intersections with Sierra Street (now 22nd Street), Butte Street (now 19th Street) and Solano Street (now 18th Street). One of the most significant clusters of surviving dwellings from the 1880s is located on the 1100 Block of Tennessee Street. In 1885 architect Michael J. Welch and builders O. E. Dunshea and Thomas Sullivan designed and constructed a row of identical Italianate-style two-family flats for the Sullivan family (1104-06, 1108-10, 1112-14 and 1116-18 Tennessee). Three years earlier, Martin Phelan had commissioned a row of six identical Italianate style flats on the opposite side of the 1100 block of Tennessee. Nearly identical to the row on the west side of Tennessee, it is possible that they were also designed by Michael J. Welch. Only two of the original row (1109-11 and 1113-15 Tennessee) remain today. Although not built as a group, another row of Italianate style multi-family dwellings went up along the west side of the 700 block of Tennessee, including 694 Tennessee (1884), 700 Tennessee (1883), 724-26 Tennessee (1886), and 730-32 Tennessee (1885). Observers of the "new Potrero" remarked on the steadily growing residential character of the district, which was transformed from a quasi-rural district of single-family dwellings into a workingman's suburb inhabited largely by immigrant families employed by the industries of Potrero Point. A reporter for the *Examiner* wrote in 1893:

> Upon the gentle slopes to the northward are numerous blocks of cottages or more ambitious residence structures, amid which stands the large public school building, which certainly does not suffer by comparison with those within the better-known districts of the city.[50]

Irving Scott School

The brief mention of the "large public school" in the *Examiner* article sheds some light on the growth of civic institutions in Dogpatch, increasingly necessary to service the growing residential population. As the neighborhood was remote from older settled districts, the influx of immigrant families into the area created the need for a local public school. The Potrero School was founded in 1865 at the corner of Napa Street (now 20th Street) and Kentucky Street (now 3rd Street). Two years later, in 1867, the Outside Lands Committee set aside several parcels of land in outlying sections of the city for building schools, including the site at 1060 Tennessee, the location of the present Irving Scott School. By 1877, the old school had become inadequate due to the continued influx of industrial workers into the neighborhood. In response the San Francisco School Department built a new school on the parcel set aside by the Outside Lands Committee at 1060 Tennessee Street. This eight-room frame building cost $12,834 to build and it faced Minnesota Street. As the residential population of the neighborhood continued to grow, thought was given to expanding the school. In 1895 the City of San Francisco hired architect Thomas J. Welsh to design an addition. The new addition, which faced Tennessee Street, was constructed by contractor L. J. Dwyer at a cost of $22,893. The entire school was renamed the Irving Murray Scott School in honor of the superintendent of Union Iron Works. Scott was a local benefactor of the school and he contributed money for its construction and equipment. As a school serving a primarily working-class population, the Irving M. Scott School emphasized practical trades and skills, such as cooking and homemaking for the girls and manual training for the boys. The Irving Scott School is the only public school individually listed in the *National Register* and it is a San Francisco City Landmark.

SFFD Station #16

Throughout the 1880s, city and utility companies also expanded services and infrastructure into Dogpatch. Although

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[50] "Tubbs Cordage Company," *San Francisco Morning Call* (May 28,1893), p. 30.

most of the industries at Potrero Point had their own fire fighting crews, the residential areas of Irish Hill and Dogpatch needed protection. In the early 1880s, the San Francisco Fire Department erected Station #16, an Eastlake-style, wood-frame firehouse at 1009 Tennessee Street. In 1925, this fire station was superseded by a new fire station designed by City Architect John Reid Jr. and constructed at 909 Tennessee. Water service was established in Dogpatch relatively early on, with the Spring Valley Water Company hooking up individual houses to the mains as early as the 1870s.

Population Characteristics: 1890-1900

From 1890 to 1900, the population of Dogpatch continued to evolve, becoming increasingly foreign-born and working-class in character. According to the 1900 Census, 45.8% of the 72 households in the survey area were Irish-born. German-born residents came in second with 25% and American-born residents ranked third with 13.9%. Other ethnic groups represented in the neighborhood included: Danish, Swedish, Japanese, Scottish, Welsh and Norwegian. According to the 1900 Census, 38.9% heads-of-household were homeowners and 55.5% were renters. Occupational backgrounds of neighborhood residents varied greatly according to the 1900 Census. Union Iron Works had become, by far, the largest private employer of local residents. According to the 1900 Census, 25% of the heads-of-household were employed as laborers, platers, riveters, night watchmen, or other positions at the shipyard. Residents employed as itinerant laborers formed the second-largest category, with 18.1% of all heads-of household employed as day laborers, teamsters and tradesmen. In 1900 Market Street Railway was the third-largest employer, employing 15.3% of neighborhood residents, mostly as conductors and gripmen on cable car lines. In 1900 12.5% of neighborhood heads-of-household were self-employed proprietors of businesses, including several local saloons, grocery stores and butchers. In fifth place was the Western Sugar Refinery, which employed 11.1% of neighborhood residents. Other employers of local residents included the San Francisco Fire Department, Pacific Rolling Mills, Atlas Iron Works, California Barrel Company, Tubbs Cordage Company and San Francisco Gas & Electric Company.[51]

Development: 1890-1900

Roughly half of the surviving historic dwellings in Dogpatch were constructed between 1890 and 1900. The dramatic growth of Dogpatch reflected citywide and national trends that were fueled by the twin phenomena of mass foreign immigration and domestic urbanization. In the fifty years between 1850 and 1900, San Francisco had grown from a tiny rural settlement into the nation's eighth-largest city and the second most important port, second only to New York in foreign trade. At Potrero Point, Union Iron Works won several important contracts from the U.S. Navy to build warships, including the *USS Charleston* in 1888, the *USS Oregon* in 1893 and the *USS Ohio* in 1900. The expansion of operations at Union Iron Works increased the demand for labor. Although public transit allowed workers to commute to Potrero Point from elsewhere in the City, the district was still relatively isolated from other residential districts. The crest of Potrero Hill was as yet sparsely populated due to lack of transit and water. In order to satisfy the demand for workers' housing in close proximity to the iron works, speculators and individuals built a wide variety of workers' housing, ranging from a cluster of sixteen single-family on Minnesota and Tennessee Streets, to several large multi-family dwellings on the north side of 22nd Street, to large hotels on Kentucky Street. As the remaining rock-bound lots were cleared and developed, workers from outside the neighborhood moved in to rental housing, or occasionally built their own residence.

Pelton Cottages

The surviving "Pelton cottages" in Dogpatch received their name from a local architect named John Cotter Pelton, Jr., who published free architectural plans of workers' cottages in the *San Francisco Evening Bulletin* between 1880 and 1883. Pelton was a prolific architect who worked in San Francisco and Los Angeles from the 1870s until his death in 1912. Between 1880 and 1883 he published a series of architectural patterns and specifications for inexpensive workers' dwellings in the *San Francisco Evening Bulletin*, a paper that attracted a large working-class readership. These patterns proved to be so popular in the United States and Australia, that they were republished in a book called *Cheap Dwellings* in 1883. John Cotter Pelton, Jr. was born on July 24, 1856, in San Francisco, the second child born to John and Amanda Pelton,

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[51] *Twelfth Census of the United States:* Enumeration Districts 72, 73, 84 & 85, 1900.

prominent San Francisco pioneer educators.[52] In 1875 Pelton, Jr. began working as a draftsman in the offices of Wright & Saunders, a large and well-connected.[53] Pelton, like most other Victorian-era California architects did not receive academic architectural training, but instead learned his profession as an apprentice.[54] From 1877 until 1879 Pelton worked as a draftsman on the Old City Hall project, in the offices of Augustus Laver.[55] In 1879, Pelton opened his own firm in partnership with Edward Hatherton, another draftsman from Laver's office and San Francisco City Architect during the late 1880s.

Despite the economic depression brought on by the collapse of the Comstock Lode silver fortunes, the 1880s were busy years for Pelton's office. Hatherton & Pelton designed at least 30 residential projects in San Francisco between October 1881 and March 1886, the period in which he compiled the *Cheap Dwellings* Series. The bulk of his projects were commissioned by upper-middle class residences in the Western Addition and Pacific Heights. Pelton also earned commissions outside San Francisco, including several in Woodland, Alameda and other provincial towns. From 1888 until 1890, Pelton had an office in Los Angeles, returning to San Francisco in 1891. Pelton was part of a consortium of businessmen and developers, known collectively as the Belvedere Land Company, which had platted Belvedere Peninsula in Marin County as an exclusive weekend retreat. After the Earthquake and Fire of 1906, Pelton was one of several architects who took part in rebuilding downtown and the South of Market district. One of the most notable examples of this work is a small terra-cotta clad skyscraper located on the corner of Second and Natoma Streets. This building, which still stands, was designed in 1907 for the firm of Knickerbocker & Bostwick and is now known as the Westinghouse Building.[56] Another surviving Pelton skyscraper is a prominent Sullivanesque building located at 140-42 2nd Street. Although Pelton maintained his primary residence in San Francisco, he continued to work on projects in Los Angeles. An article published in *Architect and Engineer* in 1910 featured a series of innovative, patented reinforced-concrete bungalows reminiscent of the contemporary work of Irving Gill, Pelton designed for clients in the Southland.[57] John Cotter Pelton survived his illustrious father by only a year and a half, passing away in 1913.[58]

The editor of the *San Francisco Evening Bulletin,* a daily newspaper that attracted a large body of readership among San Francisco's working-class and immigrant populations, stated that Pelton's "Cheap Dwellings" series was initiated in response to a perceived need for "handsome, commodious, and economical" cottages for "small families of moderate means."[59] The editor of the *Bulletin* described Pelton in the introduction of the series as a "well-known" young architect, who had "carried off the prize offered by the Mechanics' Institute for the best plans of a mechanic's dwelling." Apparently, Pelton's social conscience and proven abilities in designing low-cost cottages motivated the *Bulletin* to feature his designs. The *Bulletin's* motives, like Pelton's, were most likely propelled by a mixture of altruism and shrewd marketing. As the paper itself noted, every Saturday edition that included one of Pelton's plans quickly sold out. Pelton may or may not have been paid for his work for the *Bulletin,* but he seems to have benefited from the publicity his designs engendered.

Regardless of his motives, Pelton's *Cheap Dwellings* series did respond to the need for competently designed industrial workers' housing. During the 1870s, expanding trolley networks were allowing working-class San Franciscans to purchase cheap, unimproved land within commuting distance of their workplaces for the first time. The editor of the *Bulletin* commented on this trend in 1880, the year in which the first plans were published:

> The time for the presentation of such plans is an auspicious one. In the city, street railroads are reaching

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[52] Charles L. and Lois M. Pelton, Pelton Family in America, 375 Years of Genealogy, (Aberdeen, SD: Family Health Media, 1992), p. 115.

[53] John William Snyder, "Index of San Francisco Building, 1879-1900," (Masters Thesis, University of California, Davis, 1975), pp. 602-608.

[54] Richard Longstreth, On the Edge of the World, Four Architects in San Francisco at the Turn of the Century, (Berkeley: University of California Press, 1998), p. 80.

[55] Crocker-Langley's City Directory, 1877-78.

[56] "Westinghouse Building," *San Francisco Evening Bulletin,* July 13, 1907.

[57] "Novel Method of Steel Reinforcement for Concrete Construction," *Architect and Engineer,* Volume 19 (January 1910), pp. 55-59.

[58] Crocker-Langley's City Directory, 1911-12 and 1912-13.

[59] John Cotter Pelton, Jr., "Cheap Dwellings, Plans and Specifications of a Five-Hundred Dollar House," *San Francisco Evening Bulletin,* April 3, 1880, p. 1.

> out to the suburbs, making available the unimproved outside lands which can be bought at prices within the reach of all persons.[60]

This factor, combined with a twenty-percent rise in real wages between 1870 and 1890, led to increasing interest in home ownership among working-class San Franciscans.[61] The homes constructed by working-class people in the industrial areas and peripheral neighborhoods were quite modest and construction costs rarely exceeded $2,000. According to the *Bulletin,* most architects in San Francisco were unwilling to draw up plans for houses that cost less than this amount, leading to less-than happy results:

> It frequently happens that the person contemplating building and thus financially situated, finds that the cost of the plans and specifications of such a cottage as he needs and can afford to construct cuts considerable of a hole in his building capital...The alternative which presents itself and which is frequently adopted, is to either draw plans himself or accept the plans of a carpenter or builder...In either case, he usually finds that he has builded (sic) for himself a house wherein there has been much waste of material, no economy of space, imperfect arrangement and many omissions, making the house which ought to be a "thing of beauty and a joy forever," an eyesore and an architectural abnormality.[62]

Pelton's "Cheap Dwellings" series represented the first and only known instance in which a California architect published free plans for workers' dwellings in a daily newspaper. The closest national precedent to Pelton's work was a series of plans published in *Scientific American's Architects and Builder's Edition.* Like Pelton's work in the *Bulletin,* the plans published in the *Scientific American* featured the information one would need to construct the dwelling: plans, elevations, sections, specifications and estimates.

> Between April 1880 and November 1883, the *Bulletin* featured one of Pelton's cottage designs on the front page of the Saturday edition every two or three months. Each of Pelton's installments was preceded by the editor's "Introduction." In the Introduction the editor introduced the current month's design, quoted positive reaction to previous installments and listed locations of places where cottages based on Pelton's plans were under construction. The "Introduction" was followed by "The Architect's Explanatory Letter." In this section, Pelton described his design, his motivations for producing the particular design, architectural theory, the proper use of ornament and other relevant issues. Pelton also discussed more prosaic topics, such as site selection, how to dig a latrine and how to efficiently arrange furniture in a small house. Following the text were the actual plans and specifications. Pelton made them as detailed as possible to facilitate their interpretation by any "competent builder" or homeowner. Pelton maintained that enough information was included so that virtually anybody could build one of his designs without working drawings prepared by an architect. knows beforehand just what is needed in the way of materials, labor and expense.[63]

The first installment of the "Cheap Dwellings" series was published on April 3, 1880. This three-room cottage was designed for the narrowest marketable lot width, 20', and its cost, with all the bells and whistles, came to $585.00. By omitting the indoor water closet, the hip roof and the picket fence, one could, according to Pelton, build the cottage for closer to $500.00. Either way, this was a very reasonable price for a single-family urban home in 1880.[64] Pelton's next

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[60] John Cotter Pelton, Jr., "Cheap Dwellings, Plans and Specifications of a Five-Hundred Dollar House," *San Francisco Evening Bulletin,* April 3, 1880, p. 1.

[61] Clifford E. Clark, The American Family Home, 1800-1960, (Chapel Hill, NC: University of North Carolina Press, 1986), p. 103.

[62] John Cotter Pelton, Jr., "Cheap Dwellings, Plans, and Specifications of a Five-Hundred Dollar House," *San Francisco Evening Bulletin,* April 3, 1880, p. 1.

[63] John Cotter Pelton, Jr., "Cheap Dwellings, Plans and Specifications of a Five-Hundred Dollar House," *San Francisco Evening Bulletin,* April 3, 1880.

[64] John Cotter Pelton, Jr., "Cheap Dwellings, Plans and Specifications for a Five-Hundred Dollar House," *San Francisco Evening Bulletin,* April 3, 1880, p. 1.

installment in the "Cheap Dwellings" series appeared in the *Bulletin* on May 8, 1880 and it is this design that appears frequently in Dogpatch. The "Four Room Cottage," like its predecessor, was designed for a 20'-wide lot. However, it was somewhat larger at 772 square feet. Pelton displayed his interest in designing flexible interior space. Although the front room was designated as a parlor in the plan, Pelton wrote that it could be just as easily used as a bedroom. Similarly, the oversized closets between the dining room and the bedroom could be converted into a staircase should the homeowner decide to jack up the cottage and insert another story. Although very inexpensive, the "Four-Room Cottage" was also meant to be attractive and stylish. The plans depict scroll-sawn, Eastlake-style door and window casings and a heavy projecting cornice with brackets. Pelton estimated that the "Four-Room Cottage" would cost $854.25 to construct as designed.[65] He discussed how the decorative elements could be omitted to reduce the overall price but cautioned against parsimony.

Although intended to help working-class urban residents build inexpensive, durable and attractive cottages, speculators often used "Design No. 2, for a Four-Room Cottage," to quickly construct clusters of inexpensive housing in the Potrero District and elsewhere in the City. Sanborn maps and historic photographs reveal the presence of several clusters of identical cottages in Dogpatch, giving the neighborhood the classic appearance of a traditional company town more often associated with industrial centers of New England or the Southeast. The most important surviving cluster of Pelton cottages in San Francisco is located in Dogpatch. This cluster of thirteen (originally sixteen) identical Eastlake style workers' cottages stands near the central part of the survey area on both Tennessee and Minnesota Streets, between 20th and 22nd Streets. The Pelton cottages were constructed between 1890 and 1891 by a local carpenter named Rees O. Davis for two brothers named Jacob and John O. Reis. The Reis brothers owned more land in Dogpatch than any other entity beside the Santa Fe Land Improvement Company but instead of developing their lands with industry, the Reis' constructed small wood-frame cottages which were rented to local workers.

The Santa Fe Land Improvement Company also used John Cotter Pelton, Jr.'s plans to build a row of seven identical duplexes and cottages on the west side of Minnesota Street, between 20th and 22nd Streets. From 1890 to 1900, the Santa Fe Land Improvement Company rented these cottages to railroad workers. In 1900 they decided to redevelop the large lot with a brick warehouse (the Schilling Wine Warehouse). The Santa Fe Land Improvement Company sold the cottages to John O. Reis, who then moved them to a large parcel with frontage on the 1000 Block of Tennessee Street and the 2400 block of Kentucky Street. Five were re-erected on Kentucky Street and the remaining cottages were moved to Tennessee Street, across the street from his other cluster of rental cottages. The Kentucky Street cottages were demolished when the street was widened in the 1930s but today the two Santa Fe Land Improvement Company cottages survive at 997-99 and 1011 Tennessee Street. The 1890s also witnessed the infill development of several vacant lots in Dogpatch but instead of cottages, most of the dwellings built were large, multi-family flats, housing three or four families. A good example illustrating this trend is a cluster of eight existing multi-family dwellings on the north side of the 800 block of 22nd Street. Being located at main commercial intersection of the neighborhood, several of these flats had stores on their bottom floors. The buildings along 22nd Street were designed in a variety of styles including Queen Anne and Classical Revival.

Population Characteristics: 1900-1920

The 1920 Census schedules reveal that Dogpatch had grown from around 700 people to over 1,000 between 1900 and 1920. Within these two decades the neighborhood became more ethnically diverse following a large influx of Italian-born residents. Between 1910 and 1920, Northern European immigrant groups shrank in proportion to immigrant groups from Eastern and Southern Europe and the percentage of native-born Americans shrank to a tiny portion of the population. Irish-born residents and their children still comprised the largest segment of the population although their percentage of the population shrank from 45.8% to 42.6%. The largest decreases occurred among German-born residents, whose numbers declined from 25% of householders in 1900 to 4.6% in 1920, and native-born Americans who decreased from 13.9% to 6.5%. Conversely, between 1900 and 1920 the Italian-born population of Dogpatch increased from virtually nothing to around 30.5%, making this group the second-largest segment of the population. One of the first Italian

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[65] John Cotter Pelton, Jr., "Cheap Dwellings, The Second of the *Bulletin* Series of Inexpensive Homes," *San Francisco Evening Bulletin*, May 8, 1880, p. 1.

families to settle in what is now Dogpatch was the Ciccerone Family, who started a grocery store in 1905 at 1204 19th Street.[66]

Between 1900 and 1920, Union Iron Works/Bethlehem Steel's San Francisco Yard came to increasingly dominate the employment pool of Dogpatch. In 1900 Union Iron Works was already the single-largest employer in the neighborhood, employing 25% of all residents. Related industries, such as Risdon Locomotive Works and Atlas Iron Works, which were later absorbed by Bethlehem Steel, employed 2.8% and 1.4% of neighborhood residents, respectively, bringing the total shipyard workforce in the neighborhood to 29.2%. Thanks to aggressive wartime expansion, by 1920 Bethlehem Steel's San Francisco Yard employed 50% of the householders in Dogpatch. In distant second place, comprising 10.2% of the householders, were self-employed business owners. Western Sugar Refinery came in third place, employing 7.4% of the neighborhood householders. Itinerant day laborers were in fourth place, comprising 6.5% and in fifth place was San Francisco Gas & Electric employing 5.6% of Dogpatch residents. Other employers included American Can Company, San Francisco Municipal Railway, San Francisco Fire Department, Tubbs Cordage Company and Ford Motor Company. From a socio-economic perspective, Dogpatch was becoming poorer as the workforce became increasingly comprised of unskilled laborers. Significantly, between 1900 and 1920 the percentage of homeowners shrank from 40% to 30.6% of the householders.[67] Part of this change can be accounted for by the increasing construction of large multi-family dwellings but it can also be explained by the widespread trend of long-time homeowners moving from the neighborhood but retaining their homes as income property.

1906 Earthquake

Another factor that caused a significant increase in the population in Dogpatch between 1900 and 1910 was the 1906 Earthquake. The 1906 Earthquake and Fire left approximately 250,000 San Franciscans homeless. Especially hard hit was the working-class industrial/residential South of Market district. After the initial destruction, many of the earthquake refugees made their way to the undestroyed parts of the Mission and Potrero districts where they squatted on parkland and empty lots. A City refugee camp was established on a large vacant parcel in Dogpatch belonging to the Santa Fe Land Improvement Company, which was bounded by 18th Street to the north, Kentucky Street to the east, Kentucky Place to the south and Indiana Street to the west (Figures 5 and 6). By the Autumn of 1906, the Army tents were replaced with temporary but more substantial two-and-three-room wood prefabricated cabins. These structures were euphemistically called "cottages" by the government but quickly earned the name of "earthquake shack." After 1906 the South of Market district was rebuilt almost entirely as an industrial neighborhood and the residential population declined significantly, from 62,000 to 24,000. Working-class immigrant families who had dominated the district before 1906 were largely squeezed out. As a result, many South of Market refugees decided to remain in the Potrero, either taking up residence in the older industrial neighborhoods of Dogpatch or Irish Hill or moving their earthquake shacks to the heretofore underdeveloped expanses of Potrero Hill.[68] The neighborhood that the South of Market refugees moved to was essentially a remnant neighborhood they had previously known. Developed as an extension of the South of Market on the south side of Mission Bay, Potrero Point and Dogpatch were characterized by a mixture of industrial and residential uses, with small workingman's cottages, large hotels and flats located cheek-by-jowl next to various workshops and factories.

Development: 1900-1910

The first decade of the 20th Century was another important period for residential development in Dogpatch. The early part of the decade experienced a slump as ship-building dried up after the conclusion of the Spanish-American War and the receivership sale of Union Iron Works in 1905 to Bethlehem Steel. Development in Dogpatch picked up toward the end of the decade as Bethlehem Steel's San Francisco Yard, managed by the very able Superintendent Tynan, experienced a resurgence in federal contracts. Between 1900 and 1910, the largest single concentration of new residential development occurred in the southwestern corner of Dogpatch when eleven new multi-family dwellings were built on a newly

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[66] Ibid.

[67] United States Census Schedules (1920).

[68] Interview with Edward Cicerone, conducted by Cheryl and Clark Taylor, (May 1964).

subdivided parcel on the west side of the 900 block of Minnesota Street. The majority of the other dwellings constructed during the decade occurred as infill development on vacant lots. Most of these later dwellings were larger multi-family dwellings designed in the Classical Revival style, such as 1016-18 Tennessee (1901) and 1159-63 Tennessee (1909).

First World War

The outbreak of the First World War in Europe and the resulting expansion of Bethlehem Steel's San Francisco Yard were major factors behind the growth and development of Dogpatch between 1910 and 1920. Initially America's role in the War was that of a semi-covert supplier of materiale to the Allies. Early in the War, the San Francisco Yard constructed several submarines for the Royal British Navy, which were shipped through Canada to the Atlantic. Under the leadership of Superintendent Joseph J. Tynan, who was appointed Superintendent of the Potrero Yard by Charles Schwab in 1905, production grew by leaps and bounds. Tynan made the Potrero Yard the centerpiece of a shipbuilding complex centered in the Bay Area, which by 1918 had become the largest shipbuilding region in the United States. The San Francisco Yard expanded physically with the addition of vast concrete-frame machine shops in 1916, which resulted in the destruction of Irish Hill. The enlarged shipyard launched hundreds of freighters and destroyers and employed as many as 10,000 men during the War.[69]

Development: 1910-1920

Many of the wartime workers employed by Bethlehem Steel's San Francisco Yard sought housing in Dogpatch and many were taken in as boarders by local families. Nonetheless, between 1910 to 1920, residential construction declined in Dogpatch due to the lack of available land. Of the 85 structures within the survey boundaries surviving from the period of significance, only three were built between 1910 and 1920. The existence of several large outcroppings of serpentine, combined with the continued ownership of much of the northern part of the neighborhood by Santa Fe Land Improvement Company, stymied further large-scale development. Some serpentine outcroppings even blocked city streets. In September 1910 the Potrero Commercial and Manufacturers' Association and the Potrero Improvement Club made a formal demand to the City to remove a 30'-high mound of serpentine that blocked the intersection of Tennessee and 20th Streets, citing persistent neglect of the neighborhood by city officials.[70] Later that year the Department of Public Works dismantled the hill and dumped the rocks in a large, four-block square pool of stagnant water, referred to locally as the "Red Sea."[71] Private landholders, such as Santa Fe Land Improvement Company began blasting the remaining outcroppings of rock on their land but these large parcels were more valuable as industrial sites than residential sites and were developed as such. A photograph taken from the roof of Western Sugar Refinery, circa 1917, shows how Dogpatch and much of the 3rd Street corridor appeared (Figure 7).

Between 1910 and 1920, the City constructed several institutional buildings in Dogpatch in an effort to cope with the expanding population of the Potrero District. In 1912, City Architect John Reid, Jr. designed the new Potrero Police Station for a large parcel on the southwest corner of Kentucky and 20th Streets (2300 3rd Street). Prior to being developed by the City, this lot had been an ungraded 60'-high outcropping of serpentine. The Potrero Police Station, also designed by City Architect John Reid, Jr., was built the same time as the North Beach Police Station and the Richmond Station in anticipation of the Panama Pacific International Exposition. The Potrero District needed its own police station to cope with the increasingly transient population of shipyard laborers, most of whom were single males. Three years later John Reid, Jr. designed a similarly detailed public hospital for the southern portion of the same lot (2310 3rd Street). The Potrero Emergency Hospital, as it was called, was deemed necessary to cope with the larger number of injured shipyard workers, who typically had little recourse beyond the company dispensary. Within the next decade these two important public buildings were joined on the site by San Francisco Fire Department's Station #16 at 909 Tennessee Street.

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[69] "Maritime News," *San Francisco Chronicle* (June 3, 1918).

[70] "Potrero Demands Improvements," *San Francisco Evening Call* (September 4, 1910).

[71] "One Stone Pile Kills Two Birds," *San Francisco Morning Call* (November 17, 1910), p. 7.

American Can Company

By 1910 there were few large industrial parcels remaining in Dogpatch or elsewhere on Potrero Point. Although Santa Fe Land Improvement Company continued to develop some of their remaining parcels in the next two decades, few of these developments exceeded 20,000 square feet. American Can Company was the last major industry to construct a large-scale industrial plant in the largely built-out Potrero Point industrial zone. Early in 1915 the company, the largest manufacturer of tin cans in the United States, purchased a large two-square block tract of land bounded by Kentucky Street on the west, 20th Street on the north, Illinois Street on the east and 22nd Street on the south for $172,000.[72] This parcel, which had belonged to the Crocker Estate, had for most of its history remained largely vacant and had been most recently a baseball field. The company blasted away the serpentine and constructed a tremendous concrete-frame factory. The factory was completed in June 1916 and it employed 1,200 workers, becoming one of the largest employers of workers in Dogpatch during the 1930s and after the Second World War it became the single-largest employer in Dogpatch. American Can Company manufactured tin cans and also canned fruit, employing a large number of women who were reputedly better at the work (Figure 8).

Population Characteristics of Dogpatch Between 1920 and 1940

The decade between 1930 and 1940 witnessed further transformation in the social and ethnic makeup of the population of Dogpatch. Much of the evidence is anecdotal, due to the fact that neither the 1930 nor the 1940 Census schedules have been released. According to local tradition, a second major influx of Italians into Dogpatch occurred in 1923 after a fire destroyed Cunio Flats, an Italian immigrant community located close to Fisherman's Wharf.[73] Block books, city directories and property sales records indicate that the majority of the property purchases in Dogpatch were indeed being made by residents with Italian surnames by 1930. General information can also be gleaned from the 1940 Census population tables, giving a general portrait of the larger community of Potrero Hill. Dogpatch is part of Census Tract L-1, an area whose boundaries roughly correspond with those of the greater Potrero Hill neighborhood. In 1940 there were 9,035 residents in Census Tract L-1, with Dogpatch comprising roughly an eighth of the total. Of the total population of Tract L-1, 66.3% were native-born white and 32.6% foreign-born white, which also included Mexicans and other Latin-Americans. The non-white population was 1.1% and consisted primarily of native-born African-Americans. The percentage of foreign-born residents in Potrero Hill was significantly higher than San Francisco as a whole, where only 20.5% of the population was foreign-born. According to the 1940 Census one-third of the foreign-born population of Census Tract L-1 was born in Italy and Italian-born residents and their American-born progeny comprised almost one-third of the entire neighborhood population. American-born citizens of Italian parentage comprised another 20% of the population. Following Italy, the residents from the following nations comprised smaller percentages of the total population: Russia (5.0% of the total population), Yugoslavia (2.5% of the total population) and Mexico (2.2% of the total population).[74]

The 1940 Census reveals that Dogpatch was still a solidly working-class neighborhood. The participation rate of male residents in Census Tract L-1 in the labor force was 80.1%, and 30.3% for women. Employment rates for both sexes were slightly higher than San Francisco as a whole. Of the total 4,085 residents in the labor force in Census Tract L-1, 2,515 were employed in working-class occupations, with 466 listed as "craftsmen, foremen and kindred workers," 966 were "operatives and kindred workers," 41 were "domestic workers," 421 were "service workers," and 621 were listed as "laborers." The percentage of working-class residents was undoubtedly higher in Dogpatch than it was for the rest of the Potrero Hill district included in Census Tract L-1. In regard to rates of home ownership, of the total 2,655 housing units in Census Tract L-1, 1,246 or 46% were owner-occupied; 1,303, or 49% were rented and 3% were vacant.[75] As usual, Bethlehem Steel's Potrero Yard was the biggest employer in Dogpatch and most of Potrero Hill. Although the trend of suburbanization continued to lure long-time residents away from Dogpatch in the 1930s, the pre-war build-up attracted increasing numbers of transient shipyard workers to the area.

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[72] "S.F. Tract Bought for Can Plant," *San Francisco Examiner* (January 22, 1915), p. 7.

[73] Interview with Robert Galli, conducted by Cheryl and Clark Taylor, (May 1964).

[74] Sixteenth Census of the United States (1940).

[75] Ibid.

World War II

The military build-up of the late 1930s and American involvement in the Second World War in 1941 probably changed Dogpatch more than any other single event, bringing in new residents to what had become a declining area. The influx of defense workers into the neighborhood, as well as the rest of the Bay Area, was the single largest population increase ever registered in the neighborhood or the City. Workers were recruited from many different areas and populations, ranging from Dust Bowl refugees from Oklahoma and Texas to African-Americans from Louisiana, to Spanish-speaking immigrants from Mexico. Members of these groups and others doubled-up and tripled-up in the flats and workers' cottages of Dogpatch. From 1935 until 1940 many Mexican laborers moved to Dogpatch to be close to their jobs at the Southern Pacific Railroad yard. City directories from the late 1930s and early 1940s indicate that many Spanish-surnamed residents of Dogpatch also worked at Bethlehem Steel's San Francisco Yard, especially during World War II.[76] According to real estate transactions during this era, almost one-quarter of home buyers in Dogpatch had Hispanic surnames. Before the Second World War there were very few African-Americans in Dogpatch or San Francisco but in the early 1940s the War Preparedness Board encouraged rural African-Americans from Texas, Arkansas and Louisiana to take jobs in Bay Area shipyards. According to the 1950 Census, Census Tract L-1 had 568 African-Americans residing there, almost all of whom either lived in Dogpatch or the Potrero View Defense Housing. Another group recruited to work in the shipyards of the Bay Area were Dustbowl refugees from Oklahoma, Arkansas and Texas. Disparagingly called "Okies" or "Arkies" by native-born Californians, these Southwestern migrants also made their way to Dogpatch during the 1930s.

Development in Dogpatch: 1920-1940

Between 1920 and 1930, Dogpatch reached its population peak with more than 1,200 residents but residential construction had all but stopped. By the early 1920s, most of the available residential parcels had long since been developed. Of the existing eighty-five structures built during the period of significance, only four were built in this decade, including two single-family cottages and two multi-family apartment buildings. Although there were several large tracts still vacant in the northern portion of the neighborhood, such as Block 4059 and the northern portion of Block 4107, these tracts belonged to the Santa Fe Land Improvement Company and they were earmarked for industrial development. The 1920s also witnessed the beginning of the era of decline in population in Dogpatch and the Central Waterfront. With the increasingly widespread ownership of private automobiles, workers in the heavy industries of Potrero Point no longer had to live within walking distance of their place of employment. As the need to live in Dogpatch declined during the 1920s, its value as industrial land increased. Beginning in the late 1920s, the remaining large parcels and infill parcels were redeveloped with machine shops and warehouses. Throughout the 1920s and 1930s, several formerly residential sections of Dogpatch, particularly along Kentucky and the upper portion of Tennessee Street were demolished and redeveloped. In the mid-1920s the last major institutional building was erected in Dogpatch: the new SFFD Station #16, which was designed by City Architect John Reid, Jr. and constructed in 1925. This brick firehouse joined at least four other firehouses in San Francisco designed by John Reid, Jr., as well as the Potrero Police Station (1912) and the Potrero Emergency Hospital (1915). By 1930 Dogpatch was "built-out" with no new housing built in the neighborhood until the 1980s. Several factors contributed to the gradual stagnation of the neighborhood, the most important of which was the increasing ownership of private automobiles among working-class San Franciscans. Increasingly affordable, automobiles worked more than any other agent to disperse the workers in Potrero Point industries to the blossoming tracts of the Bayview and the Outer Mission districts. Although the population of Dogpatch grew significantly as a result of the World War II build-up at Bethlehem Steel's San Francisco Yard, no new housing was constructed due to scarcity of material, labor and developable lots.

Post-war Postscript

Following the end of the War, the neighborhood began to decline as jobs dried up at the shipyard and as various other industries such as Western Sugar Refinery and Tubbs Cordage Company began closing shop and moving overseas. Between 1965 and 1980 jobs in the Central Waterfront area, which includes Dogpatch, dropped from 16,304 to 11,004,

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[76] Sixteenth Census of the United States (1940).

with most of the loss occurring in manufacturing and ship repair.[77] By the late 1960s, Dogpatch gradually deteriorated to the point where the San Francisco Planning Department considered demolishing it and rezoning it for industrial uses. Arson and industrial encroachment took their toll, reducing the residential core of Dogpatch to what exists today. The 1980s witnessed a revival of the area, with an influx of artisans in search of inexpensive housing with character.

Conclusion

Dogpatch appears to be eligible for listing as a City Landmark status under Criterion C as a district that displays the "distinctive characteristics of a type or period of construction," in this case a rare surviving district of industrial workers' dwellings constructed before the 1906 earthquake. Although very few structures in the neighborhood are individually eligible for listing, as a grouping they "represent a significant and distinguishable entity whose components may lack individual distinction." Although the dwellings in Dogpatch were typically not constructed by the industries of Potrero Point, they served a purpose similar to the company towns that grew up around textile mills in New England and the South. Although individually most dwellings in Dogpatch do not depart significantly from other late-Victorian era neighborhoods, the existence of clusters of identical pattern book dwellings in close proximity to industry reinforce the company town comparison. Due to patterns of industrialization and greater social mobility, the West did not experience the proliferation of company towns that typically accompanied industrial expansion in older parts of the country. When company towns were built in the West, they were typically constructed in remote areas near lumber mills or mines, where no other housing options existed. In the West during the latter half of the 19th century, urban residential districts that sprang up around industries were usually referred to as "company towns."[78] Aside from several notable examples, such as the sugar workers' housing in Crockett or Spreckels, near Salinas, industries did not build housing for their workers. Nonetheless, there were urban neighborhoods, such as West Oakland or Dogpatch, where close to half of the residents worked for one major industry. In areas such as this, the private market, often actively encouraged by industry, stepped in to build rows of identical speculative housing. Dogpatch is also significant as the last Victorian-era mixed-use industrial and residential district to replicate what once existed in pre-1906 San Francisco. Once widespread, this type of neighborhood was largely destroyed in 1906, particularly in the South of Market district. Dogpatch was essentially a southward extension of the South of Market but due to its remote location and natural boundaries, it was spared destruction. Finally Dogpatch is significant as containing the largest surviving clusters of housing based on the precedent setting pattern book designs of John Cotter Pelton, Jr.

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[77] San Francisco Department of City Planning, "Central Waterfront, An Area Plan of the Master Plan of the City and County of San Francisco," (1990), p. II.8.5.

[78] California Historic Resources Inventory, "Oakland Point District; also Prescott Neighborhood," 1987, p. 26.

Appendix H:
Dogpatch Historic Resource Survey -- NR Status Code Matrix

Block	Lot	Add Sort	Street Sort	Address	Forms	Yr Built	NRHP
4108	4	700	22nd St	700 22nd St.	A&B	1912	5D1
4108	5	714	22nd St	714 22nd St.	A&B	1882	5N
4108	6	718	22nd St	718 22nd St.	A&B	1872	3S
4108	7	728	22nd St	728-32 22nd St.	A&B	c1899	5N
4108	7	798	22nd St	798 22nd St.	A	c1989	NSC
4107	9	800	22nd St	800-02 22nd St.	A&B	1895	5D1
4107	10	806	22nd St	806 22nd St.	A&B	1895	5N
4171	1	807	22nd St	807 22nd St.	A&B	1894	5D1
4107	11	808	22nd St	808 22nd St.	A&B	1895	5N
4107	12	812	22nd St	812 22nd St.	A&B	1896	5D1
4107	13	816	22nd St	816 22nd St.	A&B	1897	5N
4107	14	820	22nd St	820-24 22nd St.	A&B	1896	5D1
4171	17	825	22nd St	825-29 22nd St.	A&B	1905	5D1
4171	15	833	22nd St	833 22nd St.	A&B	1905	5D1
4107	15	834	22nd St	834-40 22nd St.	A&B	1905	5D1
4107	16	894	22nd St	894-98 22nd St.	A&B	1894	5N
4106	14	900	22nd St	900-02 22nd St.	A&B	1899	5N
4106	15	904	22nd St	904 22nd St.	A&B	1920	5D1
4171	15	845 & 849	22nd St	845 & 849 22nd St.	A&B	1902	3S
4108	1	2300	3rd St	1300 3rd Street	A&B	1912	5B1
4108	1	2310	3rd St	1310 3rd Street	A&B	1915	5D1
4172	1	2500	3rd St	2500-02 3rd St.	A&B	1902	5D1
4107	25	825	Minnesota St.	825 Minnesota St.			NSC
4106	1	900	Minnesota St.	890-900 Minnesota St.	A&B	1906	5D1
4107	002M	903	Minnesota St.	903 Minnesota St.	A&B	1890	5D1
4107	002L	905	Minnesota St.	905 Minnesota St.	A&B	1890	5D1
4107	002O	907	Minnesota St.	907 Minnesota St.	A&B	1890	5D1
4107	002E	909	Minnesota St.	909 Minnesota St.	A&B	1890	5D1
4106	2	910	Minnesota St.	910-12 Minnesota St.	A	N/A	NSC
4107	002F	911	Minnesota St.	911 Minnesota St.	A&B	1890	5D1
4107	002G	913	Minnesota St.	913 Minnesota St.	A&B	1890	5D1
4106	3	914	Minnesota St.	914-16 Minnesota St.	A&B	c1890	5D1
4107	002H	915	Minnesota St.	915 Minnesota St.	A&B	1890	5N
4107	21	917	Minnesota St.	917-19 Minnesota St.	A&B	1896	5D1
4106	4	918	Minnesota St.	918 Minnesota St.	A&B	1902	5D1
4106	5	920	Minnesota St.	920-22 Minnesota St.	A&B	1900	5D1
4107	20	921	Minnesota St.	921 Minnesota St.	A&B	1897	5D1
4107	19	923	Minnesota St.	923 Minnesota St.	A&B	1901	5D1
4106	005A	924	Minnesota St.	924-26 Minnesota St.	A&B	1900	5D1
4106	6	930	Minnesota St.	930-32 Minnesota St.	A&B	1903	5D1
4106	7	934	Minnesota St.	934 Minnesota St.	A&B	1901	5D1
4106	8	944	Minnesota St.	944-46 Minnesota St.	A&B	1905	5D1
4107	18	945	Minnesota St.	945-47 Minnesota St.	A&B	1921	5N
4106	9	948	Minnesota St.	948-50 Minnesota St.	A&B	1909	5D1
4107	17	949	Minnesota St.	949-51 Minnesota St.	A&B	1897	5N
4106	009A	952	Minnesota St.	952-54 Minnesota St.	A&B	1902	5D1
4106	10	958	Minnesota St.	958 Minnesota St.	A&B	1920	5D1
4106	11	962	Minnesota St.	962-64 Minnesota St.	A&B	1901	5D1
4106	12	966	Minnesota St.	966-68 Minnesota St.	A&B	1901	5D1
4106	13	972	Minnesota St.	972-76 Minnesota St.	A&B	1907	5D1
4171	14	1015	Minnesota St.	1015-17,1019-21 Minnesc	A&B	c1885	5D1
4171	2	110	Tennessee St.	1100 Tennessee St.	A&B	1886	5D1
3996	7	694	Tennessee St.	694 Tennessee St.	A&B	c1884	5D1

4043	1	700	Tennessee St.	700-02 Tennessee St.	A&B	1883	3S
4043	2	704	Tennessee St.	704 Tennessee St.	A&B	1891	5D1
4043	1	707	Tennessee St.	707 Tennessee St.	A&B		5D1
4043	3	712	Tennessee St.	712-14-16 Tennessee St.	A&B	1929	5D1
4043	4	718	Tennessee St.	718-20 Tennessee St.	A&B	c1919	5D1
4043	5	724	Tennessee St.	724-26 Tennessee St.	A&B	1886	5D1
4043	5A	730	Tennessee St.	730-32 Tennessee St.	A&B	1885	5D1
4043	6	740	Tennessee St.	740 Tennessee St.	A&B	1881	5D1
4043	16	748	Tennessee St.	748-50 Tennessee St.	A	N/A	NSC
4043	14	760	Tennessee St.	760 Tennessee St.	A	1956	NSC
4043	15	780	Tennessee St.	780 Tennessee St.	A	1954	NSC
4043	11B	790	Tennessee St.	790 Tennessee St.	A	1954	NSC
4060	3	800	Tennessee St.	800-50 Tennessee St.	A&B	1900	5D1
4060	1	870	Tennessee St.	870-90 Tennessee St.	A	1953	NSC
4107	1	900	Tennessee St.	900 Tennessee St.	A&B	1929	5D1
4108	17	901	Tennessee St.	901 Tennessee St.	A	1948	NSC
4108	1	909	Tennessee St.	909 Tennessee St.	A&B	1925	3S
4107	001B	950	Tennessee St.	950 Tennessee St.	A&B	1946	5N
4107	2	970	Tennessee St.	970 Tennessee St.	A&B	1935	5D1
4108	18	991	Tennessee St.	991 Tennessee St.	A&B	1933	6Z1
4108	19	993	Tennessee St.	993 Tennessee St.	A&B	1924	6Z1
4108	003E	997	Tennessee St.	997-99 Tennessee St.	A&B	c1890	5D1
4108	003P	1001	Tennessee St.	1001 Tennessee St.	A	1997	NSC
4107	002N	1002	Tennessee St.	1002 Tennessee St.	A&B	1891	5N
4107	002K	1004	Tennessee St.	1004 Tennessee St.	A&B	1891	5D1
4108	003O	1005	Tennessee St.	1005 Tennessee St.	A	N/A	NSC
4107	002J	1006	Tennessee St.	1006 Tennessee St.	A	1986	NSC
4108	003H	1007	Tennessee St.	1007 Tennessee St.	A	N/A	NSC
4107	002A	1008	Tennessee St.	1008 Tennessee St.	A&B	1891	5D1
4108	15	1009	Tennessee St.	1009 Tennessee St.	A	N/A	NSC
4107	002B	1010	Tennessee St.	1010 Tennessee St.	A&B	1891	5D1
4108	003G	1011	Tennessee St.	1011 Tennessee St.	A&B	c1890	5D1
4107	002C	1012	Tennessee St.	1012 Tennessee St.	A&B	1891	5D1
4107	002I	1014	Tennessee St.	1014 Tennessee St.	A&B	1891	5N
4107	3	1016	Tennessee St.	1016-18 Tennessee St.	A&B	1901	5D1
4108	003C	1025	Tennessee St.	1025 Tennessee St.	A	1939	7
4107	4	1036	Tennessee St.	1036 Tennessee St.	A&B	c1895	5D1
4107	5	1042	Tennessee St.	1042 Tennessee St.	A&B	1891	5D1
4108	014A	1045	Tennessee St.	1045-47 Tennessee St.	A&B	1892	5D1
4108	14	1049	Tennessee St.	1049-51 Tennessee St.	A&B	1892	5D1
4108	13	1053	Tennessee St.	1053 Tennessee St.	A&B	1902	5N
4108	12	1059	Tennessee St.	1059-61 Tennessee St.	A&B	c1920	5D1
4107	6	1060	Tennessee St.	1060 Tennessee St.	A&B	1895	1S
4108	11	1063	Tennessee St.	1063-65 Tennessee St.	A&B	1893	5D1
4108	10	1067	Tennessee St.	1067 Tennessee St.	A&B	1894	5D1
4108	9	1069	Tennessee St.	1069 Tennessee St.	A	1951	7
4107	7	1074	Tennessee St.	1074-76 Tennessee St.	A&B	1895	5D1
4108	8	1077	Tennessee St.	1077-79 Tennessee St.	A&B	1899	5D1
4107	8	1078	Tennessee St.	1078-80 Tennessee St.	A&B	1895	.5N
4172	034b	1101	Tennessee St.	1101-03 Tennessee St.	A&B	c1910	5D1
4171	2	1104	Tennessee St.	1104-06 Tennessee St.	A&B	1885	5D1
4172	34	1105	Tennessee St.	1105-07 Tennessee St.	A&B	1896	5D1
4171	3	1108	Tennessee St.	1108-10 Tennessee St.	A&B	1884	5D1
4172	36	1109	Tennessee St.	1109-11 Tennessee St.	A&B	1883	5D1

4171	4	1112	Tennessee St.	1112-14 Tennessee St.	A&B	1886	5D1
4172	35	1113	Tennessee St.	1113-15 Tennessee St.	A&B	1883	5N
4171	5	1116	Tennessee St.	1116-18 Tennessee St.	A&B	1885	5D1
4172	32	1117	Tennessee St.	1117-19 Tennessee St.	A	1989	NSC
4171	6	1120	Tennessee St.	1120-22 Tennessee St.	A	1999	NSC
4172	031, 032	1121	Tennessee St.	1121-23 Tennessee St.	A	1999	NSC
4171	2	1124	Tennessee St.	1124-28 Tennessee St.	A	1999	NSC
4172	29	1127	Tennessee St.	1127-29 Tennessee St.	A	1989	NSC
4172	28	1133	Tennessee St.	1133-35 Tennessee St.	A&B	c1899	5D1
4172	27	1139	Tennessee St.	1139 Tennessee St.	A&B	1895	5N
4172	11	1159	Tennessee St.	1159-63 Tennessee St.	A&B	1909	5D1
4172	011b	1167	Tennessee St.	1167-69 Tennessee St.	A	N/A	NSC
4172	13	1185	Tennessee St.	1185 Tennessee St.			NSC
4172	25	1191	Tennessee St.	1191-93 Tennessee St.	A	N/A	NSC
4172	018a	1195	Tennessee St.	1195 Tennessee St.	A&B	c1890	5D1
4172	18	1199	Tennessee St.	1199 Tennessee St.	A&B	c1890	5D1